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The finest Stout in the World
"BOAR'S HEAD"
BOTTLING.
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

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GENUINE
TANSAN
BOTTLED BY
J. CLIFFORD WILKINSON
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road Central.

No. 14,306 號六零百叁千肆萬壹第 日柒拾月式十年以十二緒光 HONGKONG, TUESDAY, FEBRUARY 2ND, 1904. 式拜禮 號式月式年肆零百九仟壹萬港香 PRICE, \$3 PER MONTH

THE BEST BRANDS
OF
CIGARS AND CIGARETTES
IN FINE CONDITION ARE SOLD AT
THE HONGKONG DISPENSARY.
A. S. WATSON & CO.
LIMITED.
ESTABLISHED 1841.
[a1545]

CUTLER, PALMER
& CO.'S
PRICE \$11.00 PER DOZEN
NET
"SPECIAL BLEND" WHISKY
Blood
Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [a46]
HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 10 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.
NIGHT CARS.
1.45 p.m. to 6.00 p.m. ... 9.45 to 11.15 p.m.,
every 1 hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 14th January, 1904. [a2761]

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
Casks of 37½ lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.85 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 14th August, 1903. [a3389]

VICTORIA CYCLE EMPORIUM
We are Sole Agents for the following—
MONOPOL, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on hand
for sale. Also a large assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARTS,
BICKSHAS fitted with PNEUMATIC
TYRES and BALL BEARINGS throughout.
Everything in the trade always kept in
stock. First-class workmanship guaranteed in
all branches of the business. Re-arranging a
speciality.
MCKIRDY & CO.,
43 & 44, Queen's Road East.
[a2763]

HONGKONG JOCKEY CLUB.
NOTICE.
FROM this date and until after the 25th
February next, HORSES and/or
PONIES not entered for the Forthcoming
Races will not be allowed on the Race or Train-
ing Course between the hours of 6 and 8 A.M.
Members may exercise unentered Horses or
Ponies after 8 A.M. on the Training Course.
By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 18th January, 1904. [a269]

HONGKONG JOCKEY CLUB.
NOTICE.
MEMBERS and the Public are informed
that the authorized version of the
RACE BOOK is the one issued by Messrs.
NORONHA & CO., which is on Sale at their
Office and may also be obtained at Messrs.
KELLY & WALSH and W. BREWER &
CO.'s Establishments.
By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 27th January, 1904. [a357]

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.
NEW BOOKS AND NEW EDITIONS.
Whitaker's Almanack 1904 ... 0.90 and 32.20
The Story of a Soldier's Life, by Field
Marshal Viscount Wolsey, 2 Vols. 14.00
Three Rolling Stones in Japan, by G.
Watson ... 10.70
Some Indian Friends and Acquaintances,
by Cunningham ... 6.00
Japan: A Record in Colour, by Moupin 17.00
Nyanland Under the Foreign Office, by
Duff ... 6.00
Chinese Characteristics, by Smith ... 4.50
Russian Grammar ... 3.25
Russian Dictionary ... 3.50
Sea Wrack, by Bullen ... 1.75
Mistress Bonaventure, by Bindloss ... 1.75
Nautical Almanack 1904 ... 0.90 and 2.40
Portraits in Paradise, by Justin Mc-
Carthy ... 4.00
Madame Chrysanthemum, (English Edition,
Illustrated) ... 1.75
A Trip on the West River, by R. D.
Thomas ... 1.00
From Hongkong to Canton, by the Pearl
River, by Captain Lloyd ... 1.90
CHRISTMAS NUMBERS TATLER,
PUNCH ALMANACK, STRAND,
PEARSON'S MAGAZINE, SKETCH.
SANDOWN RACE GAME.
PELICAN FOUNTAIN PEN
INDEPENDENT STYLO. PEN.
A NEW STOCK OF FRENCH NOVELS
POST-CARD ALBUMS, DOG COLLARS.
LETTER, SMITH'S, AND COLLINS'
DIARIES.
GENTLEMAN'S BLACK AND BROWN
BOOTS AND SHOES—ENGLISH
MAKE. [a357]

ELECTRIC LIGHT
ELECTRIC LAMPS OF ALL KINDS AND AT MODERATE PRICES
ALWAYS IN STOCK.
EDM. JOHANNSEN,
10, DES VEUUX ROAD CENTRAL.
[a283]

THE NEW LEAF.
The first of every year we make a resolution. It is a resolve to make our Pharmacy
in all of its departments better than ever before. It is our intention to make the year 1904 mark
another onward step in our business career. We shall continue our high standard of quality in
every line. We shall aim to make our services the best possible in caring for your Drug Store
needs, and shall make our prices such as to make trading at our store profitable.

WATKINS LIMITED
CHEMISTS AND DRUGGISTS,
THE APOTHECARIES HALL.
WATKINS BUILDING.
Telephone 344. [a37]

THE LAHMEYER ELECTRICAL CO., LD.
LONDON,
AND
ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a56]

LANE, CRAWFORD & CO.'S
WINTER SEASON'S GOODS JUST ARRIVED.
AXMINSTER CARPET SQUARES.
VELVET PILE AND BRUSSELS CARPETS.
CHENILLE AND TAPESTRY CURTAINS.
BLANKETS AND EIDER DOWN QUILTS.
PERAMBULATORS AND MAIL CARTS.
FENDERS, CURBS, FIRE BRAS ES.

LANE, CRAWFORD & CO.
CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—
SUPERB OLD COGNAC,
\$23.50 PER DOZ.
Distinguished by Four Stars on the label.
ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.
IMPERIAL BRANDY
\$12.00 PER CASE.
THE ELITE OF WHISKY—
THE "PALL MALL,"
\$21 PER DOZ.
11 Years old: the finest quality shipped.
Each bottle bears an Analyst's certificate.
O. P. & Co.'s OWN SPECIAL
BLENDED WHISKY,
\$11.00 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS
BENEDICTINE LIQUEUR—
D.O.M.,
\$41.75 PER DOZ. QUARTS.
\$43.75 PER 2 DOZ. PINTS.
THEY ARE UNEQUALLED AT THE PRICE
AGENTS—SIEMSEN & CO., HONGKONG. [a46]

C.P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.
This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassal.
DOURO PORT.
\$15.00 PER DOZ.
A fine, full, and fruity wine.
AMOROSO SHERRY,
\$20 PER DOZ.
LA TORRE SHERRY,
\$17.00 PER DOZ.
A natural and most pleasant wine to the taste
DOURO PORT.
\$15.00 PER DOZ.
A fine, full, and fruity wine.
AMOROSO SHERRY,
\$20 PER DOZ.
LA TORRE SHERRY,
\$17.00 PER DOZ.
A natural and most pleasant wine to the taste
BENEDICTINE LIQUEUR—
D.O.M.,
\$41.75 PER DOZ. QUARTS.
\$43.75 PER 2 DOZ. PINTS.
THEY ARE UNEQUALLED AT THE PRICE
AGENTS—SIEMSEN & CO., HONGKONG. [a46]

NERNST
NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
HONGKONG ELECTRIC CO. OR SIEMSEN & CO. [a55a]
COTTAM & CO. HIGH-CLASS OUTFITTERS.
HARD FELT HATS. SOFT FELT HATS.
STRAW HATS. BUGS, ETC., ETC.
HONGKONG HOTEL BUILDINGS. [a36]

AQUARIUS COMPANY.
The Aquarius Company's Table Waters are made of Pure Treble
Distilled Water only.
Absolute purity can only be obtained by distillation.
AQUARIUS MINERAL WATER.
SILENT WATER.
TONIC WATER.
GINGER ALE.
GINGER BEER.
LEMONADE.
LITHIA WATER.
Telephone No. 76.

CALDBECK, MACGREGOR & CO.
GENERAL MANAGERS.
15, Queen's Road,
Hongkong, 12th January, 1904. [a35]

ARNHOLD, KARBURG & CO.
ELECTRICITY DEPARTMENT.
SOLE AGENTS IN CHINA FOR:
THE ALLGEMEINE ELECTRICITÄTS GESELLSCHAFT, BERLIN.
MESSRS. KOERTING BROS., HANNOVER.
THE COMPANY OF WIRELESS TELEGRAPHY, BERLIN.
MESSRS. MIX & GENEST, BERLIN.
PRIVATE ELECTRIC LIGHTING PLANTS A SPECIALITY
Fully detailed Estimates drawn up free of charge upon application to the above.
Hongkong 3rd December, 1903. [a338]

CONFECTIONERY!!!
THE CHOICE and LARGEST VARIETY, FROM PARIS AND LONDON.
MARRONS GLACES, CRYSTALLISED FRUITS.
TOM SMITH'S CRACKERS.
XMAS PLUM PUDDINGS.
DATES, FIGS, RAISINS, ALMONDS and NUTS.
STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMENBERT.
CHEESE (SAVOIE, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN
(CHEESE).
YORK HAM and BEST ENGLISH BACON. TOYS, TOYS.
DECORATIONS and CANDLES FOR XMAS TREES.
G. GIRAULT. [a40]

KODAKS,
FILMS,
AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
GOOD WORK, PROMPT RETURN.

LONG, HING & CO.,
PHOTO GOODS STORE,
17A, QUEEN'S ROAD CENTRAL.
Hongkong, 21st December, 1903. [a38]

JUST LANDED.
KEROSENE HEATING
STOVES
in various sizes, and at prices to suit all
Customers.
An inspection is invited.
EDM. JOHANNSEN,
10, Des Vaux Road.
Hongkong, 29th January, 1904. [a376]
CARTRIDGES.
IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.
ELLY'S, SCHULTZ'S, AMBERITE
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and **NEWCASTLE CHILLED SHOT** in
all Sizes, Nos. 10 to 5555. AIR GUNS and
AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong, 29th November, 1903. [1]

HONGKONG HOTEL.
A FIRST-CLASS HOTEL IN EVERY RESPECT
Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.
Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.
Electric Lighting and Electric Fans, if
required.
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel Co.
Wines cooled by Hotel refrigerators.
Hotel Linen washed on Premises by
machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.
MODERATE CHARGES! NO EXTRAS!
H. HAYNES,
Manager. [a18]

THE PEAK HOTEL.
Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.
A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a1032]

HOTEL CRAIGIEBURN.
PLUNKET'S GAF, The PEAK, near the
Tram Terminus.
Tel. 52.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [a50]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 10th June, 1903. [a318]

CONNAUGHT HOUSE.
A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Luncheon Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a49]

NOTICE.
TO THE WEARIED.
THERE is no nicer place to spend a few
days in quiet rest than
MACAO,
And there is no more comfortable Hotel in the
Far East than the
MACAO HOTEL.
WM. FAEMER,
Proprietor. [a324]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hewingsham*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA."
For Terms, apply to
[a224] **THE MANAGER**

A. S. WATSON & CO.,
LIMITED
ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

SCOTCH WHISKY.

WATSON'S
CELEBRATED
BLEND
VERY OLD LIQUEUR
SCOTCH WHISKY.

A blend of the finest WHISKIES distilled in SCOTLAND, of great age; very fine and mellow.
Pronounced by Connoisseurs to be the BEST BLEND in the FAR EAST.
Per Dozen ... \$16.50

The following are also recommended, and are of fine quality:—

Per Doz.
A.—THORNE'S BLEND ... \$12.00
B.—GLENROCH, MELLOW BLEND, a fine "SODA" WHISKY of great age ... 12.00
C.—ABERLOUR-GLENLIVET ... 13.50
D.—H.K.D. BLEND of the Finest Old Malt Scotch Whiskies ... 16.00

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS.
Only communications relating to the columns should be addressed to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, after publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press. Codes: A.B.C. 6th Ed. P.O. Box, 33. Telephone No. 12.

BIRTH.
On the 26th January, 1904, at No. 84, The Bund, Shanghai, the wife of Comd. E. GRIFFIN, of a son.
DEATHS.
On the 27th January, at the General Hospital, Shanghai, WILLIAM HENRY THORNTON, late of Ewo Cotton Spinning and Weaving Co., Ltd., aged 52 years.
On the 27th January, at the Nursing Home, Shanghai, CHARLES STANLEY MOSS, aged 24 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2ND FEBRUARY, 1904

The "Near" East threatens to vie with the Far for a great share of public attention in the immediate future. A Berlin telegram of the 25th January to the *Ostasiatische Lloyd* announces that the Turkish-Bulgarian tension is so pronounced again that Bulgaria is openly preparing for war in the coming spring, while Turkey has made an appeal to Russia and Austria-Hungary. There is no doubt that it is upon the attitude of Bulgaria that the peace of the Balkans, if it is ever possible to speak of "peace" in that turbulent region, hinges at present. Turkey is still playing the old game of promising reforms and procrastinating as long as possible to "save face"—a difficult task, it must be admitted, considering the Sultan's precarious position. The Turkish Government recognises the impossibility of getting out of the promised reforms altogether, but is anxious to secure modifications rendering the changes less humiliating in the eyes of the Turks. This is but natural, though the policy may not command our sympathy. Turkey is in a terrible position between her subjects and the Powers, and, however thoroughly we have to condemn the misgovernment which Turkish rule implies, we must make allowances for the desperate shifts of her statesmen. With Bulgaria the case is very different. That State is not fighting for life but for aggrandisement, and is playing upon the Christian feelings of the European nations for all they are worth. But there is no sincerity

in Bulgaria's attitude toward Macedonia and the reform scheme. Recently her Minister of War declared that if the effect of the reforms shows itself by the beginning of spring peace will be preserved. This is an overt threat of war, for it cannot be expected that the desired improvement in the condition of Macedonia can take place by the coming spring. The details are still being wrestled with, and even were they all settled, a little time would be required to put the measures into operation. It is impossible to believe that Bulgaria really wishes to see the scheme in working order. A German correspondent writing to us from Constantinople points out that the scheme stipulates for equal rights for all nationalities in the Turkish province, which is not at all what Bulgaria has been striving for. This correspondent prophesies that the halcyon days of peace—it was comparative peace when he wrote—will disappear with the melting of the snows on the mountain passes of the Balkans, and he bases his pessimistic view of the situation on Bulgaria's secret attitude. He looks at first for a more repetition of the Turkish attempts to quell the rebellion, the insurgents continuing their tactics of making Bulgaria their base of operations and the shelter to which they can retire to reinforce and re-arm themselves. The Turks are thereby far more harassed than they would be in actual war against Bulgaria and the *Komitadjis* simultaneously. But Turkey is not inclined to brook a long continuance of the state of affairs which prevailed last year. Turkish patriots are already inflamed at the imposition of the Muratog reform scheme on their country and, if they have to witness the Powers once more lending themselves to Bulgaria's game as in 1903, will break out beyond the control of the Government and attack Bulgarians alike in Turkey and in Bulgaria. Then, says the same correspondent, Europe may expect a series of horrors in comparison with which the Armenian massacres of 1896 and the outrages of 1903 were child's play. Perhaps then the European Powers may arrive at that unity of purpose which at present is believed in only by the most credulous observers of affairs in Eastern Europe. The Turkish Government, however, it can easily be understood, does not want war, for even in events of victory, the loss of Macedonia and perhaps of the remainder of Turkey in Europe is threatened. Better the reforms than a Balkan war, Turkey's statesmen must hold. The Bulgarian people and the Government of the Principality, on the other hand, can lose little by war and might gain much, by the kindness of the Powers. The Government therefore does little to check public opinion in Bulgaria, but rather encourages the baiting of Turkey by all means short of open war before the coming spring. The Powers, however, do not want a Balkan war, and it seems to us that they must accordingly lead an ear to Turkey's appeal which we mentioned above. They must either administer a severe check to the troublesome Principality or they must look for an upheaval in the Balkans the end of which it is impossible to foresee, though its terrible nature is obvious enough.

Admiral Sir Cyren Bridge left Hongkong for Canton in H.M.S. *Alacrity* yesterday morning.

Mr. E. A. Irving, Inspector of Schools will present the prizes at the Hongkong College (Ellis Kadoorie Chinese School Society) to-day at noon.

His Excellency Mr. F. H. May, C.M.G., will present the prizes to the successful students at Queen's College to-day at noon and at St. Stephen's College to-morrow at noon.

When the last mail left Colombo, the people of Aauradhapuri, the place where the most celebrated Buddhist remains in Ceylon are, were looking forward to Sir Henry Blake's first visit.

The visitors to the City Hall Library and Museum for the week ending the 31st January, were 229 non-Chinese and 107 Chinese to the former, and 54 non-Chinese and 3,043 Chinese to the latter institution.

Hongkong footballers will be glad to hear that Mr. W. W. Clark, last year's Rugby captain of the H.K.F.C., distinguished himself not a little in a match between his old club, Glasgow High School F.P., and Clydesdale. The Glasgow papers say that Clark played in great style and scored a try from a brilliant dribble.

Sick-leave has been abolished by the Philippine Commissioners and Vacation-leave with full pay substituted for all civil servants in the Philippines, and absences through illness are to be charged against vacation-leave. Civil servants receiving \$1,000 gold per annum are entitled to 21 days, and those receiving over \$1,000 gold, to 28 days' vacation-leave.

We are obliged to hold over our "Bridge" column again to-day. If possible, it will appear in Thursday's issue.

"Bank Holiday" is reminded that we do not insert anonymously signed letters which have appeared in other papers.

Fires have been so numerous in Shanghai lately that there is talk there of "record-breaking." Hongkong, too, is not doing badly.

Mr. and Mrs. Hannibal Williams are to recite Shakespeare's *Julius Caesar* and *Much Ado About Nothing* respectively at Shanghai this week.

The Hon. Treasurer of the Alia Memorial and Netherdale Hospitals begs to acknowledge, with thanks, the following donations to the funds of the Hospitals:—

Commission Agents' Guild ... \$200
Groceries Dealers' Guild ... 50

Herrmann, the notorious pirate of Manila, who escaped from the gaol at Cebu, has been re-captured, and is now awaiting trial on the extra charge of gaol-breaking. His sentence on the other charge already amounted to 13 years' imprisonment and a large fine.

It was notified last month that Colonel (temporary Brigadier-General) F. Ventris, from a Brigadier-General, is to be a Major-General on the Staff to command the troops in North China, and is granted the rank of Major-General in the Army.

The troubles in Mindanao, P.I., do not appear to be nearing a cessation. The latest news is that Lieut. Campbell W. Flaks has been killed, and Lieut. William E. Roberts and private Foy seriously wounded, in a conflict with the Moros. They all belong to the 22nd U.S. Infantry.

The golf match Scotland v. The World at Shanghai was won by Scotland by a majority of 28 holes (35 against 7). Mr. J. H. T. McMurtrie, first player for the Scots, beat Mr. G. E. Collyer by 7 holes. McMurtrie also won the last Bogey competition at Shanghai. His golf has not deteriorated since he left Hongkong, it seems.

On Friday afternoon a pickpocket named Li Tak approached a ricksha, in which a lady was sitting, waiting for a friend, near the side entrance to the Hongkong Hotel. Inserting his hand in the lady's pocket, from the back, he endeavoured to abstract her purse, which he had seen her place there. Unfortunately for Li the lady felt the movement in her pocket, and turning quickly she called out to Corporal Witzman, U.S. Marines, who was passing near, and who at once seized the would-be pickpocket, and signalled for a policeman, into whose charge he gave Li. Placed before His Worship on Saturday he was sentenced to pay a fine of \$25 or 3 months' imprisonment, with 6 hours in the stocks.

We take the two following articles from the *Shanghai Mercury* of the 27th ult.—Mr. R. Littmann, the ex-employee of the Russo-Chinese Bank, arrived here last night by the N.D.L. steamer *Gera*. He was met on his arrival by Detective Sergeant Moore and conducted to the Central Station, where he spent the night. At 9 a.m. to-day he was taken to the German Consulate, where he had a hearing, and from there to the British gaol, where he will be confined during his trial.—There is a report about town to-day that a prominent Chinese resident of Kobe, not unconnected with the Russo-Chinese Bank there, who was a passenger by the *Hakwai Maru* to-day, has found it convenient to remain on board, under Japanese jurisdiction, while the Consular authorities concerned are discussing certain complaints made against him. More will probably be heard of the case.

THE GERMAN CONSULATE.

Yesterday the duties of German Consul were formally taken over by Dr. F. Krüger, who arrived here on the 29th ult. by the s.s. *Bengal* from Shanghai, having come from Europe by way of the Siberian Railway. He was formerly in Manila and has for some time been at home on leave. Since his arrival Dr. Krüger has made many official calls, including one yesterday on H.E. the Officer Administering the Government. Dr. Gumprecht has been transferred to the Consulate at Cairo. He has been in Hongkong since July, 1901, during which time he has been very popular with the German community and has gained the high respect of all those who had to meet him either on business or socially. He will leave for Cairo probably by the next French mail.

CORRESPONDENCE.

THE A.D.C. IN "HIS EXCELLENCY."

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 1st February.
SIR,—I notice from the announcement appearing in your issue of this morning that a performance of the above has been arranged to take place on Wednesday, the 17th inst. Probably it has escaped the notice of the A.D.C. that the 17th inst. is Ash Wednesday, and it is, to say the least, somewhat unusual to hold any social function on that day. They might therefore be glad of this reminder in time to enable them to arrange another date, as no doubt the 17th inst. was selected to fit in with other engagements, without the significance of the date attracting anyone's notice.—Yours, etc., ANGLICAN.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE NORTHERN CRISIS.

SINGAPORE, 1st February, 1.45 p.m.

"DILWARA" RECALLED TO HONGKONG.

The transport *Dilwara* has received telegraphic instructions to return to Hongkong.

[The transport *Dilwara* left Hongkong on the 21st ult. for Singapore and home, having on board the 89th Company, Royal Garrison Artillery, and a number of details from the Sherwood Foresters, Royal Engineers, Army Ordnance Corps, and Royal Army Medical Corps, in all 600 men or so aboard, besides quite a number of wives and families of soldiers, and a few indulgence passengers. It is plain that the *Dilwara's* recall is a very grave step.—Ed. D.P.]

IMPERIAL DEFENCE.

LONDON, 1st February, 11 a.m.

REPORT OF COMMISSION PUBLISHED.

The National Defence Committee's report has been published by the Government with His Majesty King Edward's approval. They have decided to appoint an Army Council similar to the Admiralty Board, to appoint an Inspector-General, and abolish the post of Commander-in-Chief.

[The National Defence Committee which was appointed after the Boer War consisted of Lord Esher, Admiral Sir John Fisher, and Sir George Clarke. Their decision throws light on the statement reiterated by the *Daily News* that Lord Roberts was about to retire from the post of Commander-in-Chief.—Ed. D.P.]

PUBLIC INSTALLMENTS.

MANILA, 1st February, 8.30 p.m.

Chief Justice Arellano to-day administered the oaths of office to Governor Luke E. Wright and Vice-Governor Henry C. Ide in the Marble Hall of the Palace, in the presence of hundreds of spectators, including the heads of the Civil and Military Governments, of the Church, and of the Foreign Consuls.

GENERAL NEWS.

LONDON, 1st February, 11 a.m.

MRS. MAYBRICK RELEASED.

Mrs. Maybrick was released yesterday. [The case of Mrs. Maybrick will yet be fresh in the public memory. Her arraignment and trial constituted one of the most sensational episodes in the public annals during the latter part of last century. After a long trial she was convicted of the murder of her husband by arsenical poisoning and was sentenced to death, which sentence was afterwards commuted to one of penal servitude. Many petitions, especially from America, were sent in to the Home Secretary on her behalf, and it is presumable that her good conduct in prison has led to her liberation six months before it was due.—Ed. D.P.]

WRESTLING CHAMPIONSHIP.

Hackenschmidt, the German, has defeated Madras, the Turk, in the Greco-Roman wrestling championship of the world in London, winning £1100.

REUTERS SERVICE.

JAPAN AND RUSSIA—THE OLD RUSSIAN STORY.

LONDON, 30th January.

The *Daily Graphic* adheres to its statements, in spite of numerous statements emanating from St. Petersburg that an early settlement is expected.

MR. FREER AT THE THEATRE.

Mr. Freer repeated last night the success of Saturday, his "Fetivities," before an audience which, although good, was scarcely up to Saturday night's standard. Mr. Freer has certainly the trick of holding his hearers' attention from beginning to end and of amusing them throughout. As before, there was a bioscope exhibition at the close of the entertainment.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 1st at 12.5p. The barometer has risen over Japan, S. China and the Philippines. The high pressure area has moved Eastwards and is central over the Yellow Sea.
Pressure is probably low in the China Sea to the Westward of the Philippines Archipelago. Gradients moderate with strong monsoon in the Formosa Channel, rather steep with hard monsoon over the N. part of the China Sea.
Forecast:—Fresh NE. winds; fine.

THE NORTHERN CRISIS.

In the midst of anticipations of the gloomiest kind, Hongkong still continues with little definite news. The Japanese Consul had not, up to yesterday, heard that war had broken out. As far as he knew, Japan was still waiting for Russia's reply, which would decide the matter one way or the other. It is understood that a telegram has been received by Chinese to the effect that war has broken out, but this, perhaps (most likely, in fact), is from Chinese elsewhere who, thinking peace at this stage impossible, were previous in their announcement. Several telegrams are understood to have been received by various parties, all to the effect that war is expected. But that is not new.

The Russian s.s. *Manchuria*, which arrived from St. Petersburg on Sunday, left for Port Arthur yesterday afternoon. She has 50 tons of explosives and 1,300 tons of general cargo on board. The Russian s.s. *Edward Bey*, which arrived from Odessa on Sunday, with 4,500 tons of cargo for the north, has not yet cleared.

Various items of news in connection with the crisis are contained in the most recent issue of the *N.C. Daily News*. It appears that eighty Russian soldiers arrived at Koupangtze station on the 22nd ult. from Hsinmingtun. Koupangtze is the junction of the Hsinmingtun and Shanhaiwan-Nowchang lines. Russians are likely to reoccupy the Chinese railway outside the Great Wall in the event of hostilities, and are laying new lines of telegraph from Tatsungkou on the Yalu, in the direction of Moukden, and between Moukden and Tungkou, a place on the high road from the Yalu to Liaoyang, from which it is about 30 miles distant.

Japan is also paying attention to railways. On the 25th ult. an Imperial ordinance was published in the *Official Gazette* at Tokyo with reference to the military employment of the private railways. It specifies the facilities required, and the tariff to be observed for the use of these railways for military transportation.

It is stated that in the event of war the Chinese Eastern Railway Co.'s steamers will be withdrawn from the Dalny-Nagasaki and Dalny-Shanghai routes. It is contemplated to put the two passenger steamers *Manchuria* and *Manchuria* under the Red Cross flag, and use them as hospital ships, for which they are admirably adapted; but the *Manchuria* is in dock at Nagasaki, her engines having been taken out in order to strengthen their bed.

Chefoo reports that every steamer leaving Port Arthur has to be towed out by a tug and to carry a special pilot, so that in the event of anything happening to her she can be towed out of the channel before she sinks, and so the entrance will be kept clear.

The first meeting of the Supreme Military Council of Japan was held in the Palace at Tokyo on the 25th ult. Later in the day, Counts Matsukata and Inouye, former Ministers of Finance, and Baron Sone, the present Minister, were received in audience by the Emperor, who asked their co-operation regarding the important financial programme which is to deal with the present contingency. Next day the principal Ministers and the Elder Statesmen met at Count Katsura's residence to arrange the programme.

At Seoul, despite the trickery of Russia, a wind favourable to Japan is now reported to be blowing, the Korean statesmen feeling confidence in Japan's sincerity.

The *Kobe Chronicle* of the 22nd ult. thinks that, if Russia still refuses to accept the demands made by Japan, and if for the time being relations are broken off, the natural consequence will then be, not an attack by Japan upon Russia either on land or sea, but the resort by Japan to those measures for safeguarding her interests of the nature of which she has already informed Russia. This is to say, Japan will send her troops into Korea, declare some sort of a protectorate, and set to work to erect the peninsula into a bulwark against the further southward advance of Russia. Our contemporary believes that Russia would offer no active opposition to such action. She may make it the subject of protest to Japan and the other Powers, but in the end the Russian Government would virtually acquiesce, for the present at any rate, in measures that might even be regarded with secret approval as giving her a certain right to remain in Manchuria. It is by no means improbable that Japan having resolutely taken the matter into her own hands, Russia will withdraw her agents and remove her works from Northern Korea at the Japanese demand, thus acknowledging the Yalu as the real boundary between a Manchuria dominated by Russia and a Korea dominated by Japan.

There seems to be no probability that Japan will attempt the tremendous task of attempting to drive Russia from Manchuria.

HONGKONG ODD VOLUMES SOCIETY.

Mr. Ernest D. Haskell has kindly consented to deliver a short address on "Fiscal Policy and Imperial Federation" at the Chamber of Commerce Room, City Hall, on Monday, the 8th February, at 5.15 p.m.

The Lecture will be followed by a debate on Mr. Chamberlain's Fiscal Policy. The Hon. H. E. Pollock, K.C., will take the chair. Ladies are invited to attend.

FOOTBALL.

This afternoon in the Happy Valley the Hongkong Football Club will play the Royal Engineers. Kick-off at 4.30 p.m. The following will play for the Club:—

E. H. Kew, goal; H. C. Auston and E. F. Accott, backs; H. C. Gray, J. W. C. Bonnar, and P. R. Wolf, halves; J. Johnston, H. A. Brent, R. Hancock, R. A. Whitmore, and A. N. O'her, forwards.

THE DESTRUCTION OF A JAPANESE S.S. AT WUHU.

On the 22nd ult. we published a telegram from our Shanghai correspondent announcing the destruction by fire of the Osaka Shosen Kaisha's steamship *Tahung Maru* near Wuhu. We take the following details of the disaster from the *N.C. Daily News*:—

On the night of the 20th ult. about 6 o'clock, just as the *Tahung* left the bulk at Wuhu, fire was noticed, and immediately there was a heavy explosion which damaged the boat considerably and killed a number of Chinese passengers. At this time she was only a few yards off the bulk. The captain made for the opposite shore as fast as he could, and before he got there the whole stern was ablaze. A terrible struggle for life ensued among the passengers, who are said to have numbered over one thousand. The *Tahung* had taken up cargo and passengers from her sister ship which was disabled at Wuhu on her up-river trip and had to return to Shanghai. Next morning it was stated that over 500 men were burned to death; in the afternoon it was reduced to some 300, the truth is probably that between one and two hundred people have succumbed. "Of course it is impossible to state the loss of lives correctly," continues the *N.C.D.N.* account. "There are 41 badly injured at the hospital. All the sampans in the neighbourhood surrounded the ship with a view to save the passengers, but most of them out loose as soon as they were sufficiently loaded with luggage, leaving the owners of the loads to the mercy of the flames. Nothing can show up the dark side of Chinese life more than this. The steamer is still burning 24 hours after the fire broke out, and, of course, is a complete wreck. Nothing is known as to how the fire originated beyond the fact that some very heavy explosions took place. The work of the Charity Institutions is a great contrast to the sampan-men. The heads of these Guilds set about to collect clothes, wadded garments, etc., and sent boatloads to the scene along with messengers to guide the refugees to places where everything was provided for their comfort generously. At present none are in distress except those who were hurt or lost relatives in the flames—and a few plunders who have been arrested by the local authorities. The Chinese passengers say that the fire was caused by the electric wires. There had been a good deal of trouble with the wires the previous night."

ROYAL HONGKONG YACHT CLUB.

LADIES' RACE.

This race, as announced in these columns, came off on Saturday in beautiful bright weather. The morning had been still and calm, but just before the race a nice cool breeze sprang up from the S.E. which, freshening up in Kowloon Bay, sent the little boats foaming merrily along. The following is the list of the boats which crossed the line at Police Pier, with the names of the fair steersmen:—

<i>Bonito</i> ...	Mrs. Hastings
<i>Dione</i> ...	Miss Stella May
<i>Doreen</i> ...	Mrs. Pratt
<i>Elspeth</i> ...	Mrs. Tomes
<i>Erica</i> ...	Mrs. Denison
<i>Glora</i> ...	Mrs. Grant
<i>Iris</i> ...	Mrs. Saunders
<i>Kathleen</i> ...	Mrs. Pemberton
<i>Min</i> ...	Mrs. Hardy

Punctually at 2.30 p.m. the starting-gun fired, and the yachts crossed the line close-hauled to work down to the Channel Rocks against wind and tide. *Min* got the best of the start, and commenced to work down the slack water along the Kowloon shore. Some junks moved out at right angles to the tide, however, got in her way, and took her wind. *Elspeth*, very cleverly handled, managed to weather the junks and then took the lead. *Doreen* and *Bonito*, who tried this corner next, were put about by a steamer and junk backing out, which forced them back into the tide. The other boats mostly took a long leg on the port tack to avoid these dangers, and did very well at first.

Elspeth was the first round Blackhead's corner, followed by *Min*, and as the wind gradually freshened and came more from the southward these two boats gradually increased their lead on the rest of the fleet, whilst those that went to the southward gradually sailed into a calm. *Kathleen*, *Doreen*, and *Glora* being hopelessly left. After rounding Channel Rocks sheets were eased out, and spinnakers set for the run home, the winning line being crossed as follows:—

	B. M. S.	H. M. S.
<i>Elspeth</i> ...	4 2 30	<i>Bonito</i> 4 19 0
<i>Min</i> ...	4 11 37	<i>Iris</i> 4 20 44
<i>Doreen</i> ...	4 14 30	<i>Kathleen</i> 4 27 17
<i>Erica</i> ...	4 18 32	

The *Elspeth* therefore won the first prize, a handsome silver bowl presented by Admiral Robinson. The *Min* won the second prize, a silver tea-caddy, presented by Staff-Surgeon Parker, and the *Dione* the third prize, a perforated silver bowl presented by Mrs. May. After the race the crews came on board the Governor's yacht at the Police Pier, where the prizes were duly presented to the winners. The cups having been filled with champagne (and the caddy with tea), the health of Mrs. Tomes, who steered the *Elspeth* to her first victory (which we hope may be followed by many others), was duly drunk, and after Mrs. Hardy and Miss Stella May had also been congratulated on their success, three cheers were given to Rear-Admiral and Mrs. Robinson, who seemed much overcome with emotion. None of the startling incidents of the last ladies' race occurred, and the party all reached home about 5 o'clock after a very enjoyable day.

HONGKONG JOINTINGS.

In spite of rumours—it looks now as if they were more than rumours—of war, Hongkong is looking forward to the climax of its season, which may be dignified now with a capital S. February is the month, socially, in this Colony, and the February of 1904 promises to be as lively as any of its predecessors. The festivities start off next Wednesday with the Government House Ball, and six nights later the Cricket Club dance at the City Hall follows. On the 13th inst., according to the re-arrangement of dates, the A.D.C. give their first performance of *His Excellency*, repeating it on the 17th and three following days. The Dallas Company open at the Theatre on the 22nd inst., and on the next day the Race Meeting, to many Hongkong's most enjoyable function of the year, starts, to conclude on the following Saturday, the off day. Other dances and some dinners are in the air, and no doubt before our wet seasons in we shall have managed to make the best of the present delightful weather.

The despatch of the Public Address to our late Governor, as well as the formal announcement to Sir Henry of the inauguration of the two scholarships which the Chinese community has founded to perpetuate his name in the Colony, serve to recall the way in which the names of previous Governors have become permanently associated with the Colony. In the street nomenclature of Hongkong we may trace the names of, I think I may say, all the Governors the Colony has had. We have Pottinger Street to perpetuate the name of our first Governor, Sir Henry Pottinger; next in order came Sir John Davis, and we have a Davis Street at Kennedy Town; then Sir G. S. Bonham, to whom Bonham Street owes its name. Eron Major-General Jervois, the Lieutenant-Governor who administered the affairs of the Colony in 1843, has been honoured by a Jervois Street. I suppose the name of Sir John Bowring suggested Bowrington, and the Lieut. Governor of the early 'Fifties has his name perpetuated in Cairne Road. Sir Hercules Robinson, who succeeded Sir John Bowring, also gave his name to a road, and his Lieutenant, Mr. Morcor, has his preserved in the name of a subsidiary street, Macdonnell Road derives its name from Sir Richard Macdonnell. His successor, Sir Arthur Kennedy, gave his name to Kennedy Road.

The only Governor whose name is not perpetuated in the street nomenclature of the Colony is Sir John Pope Hennessy, Sir George Bowen, who succeeded him, is remembered by Bowen Road, and we have Des Vaux Road and Robinson Road to commemorate the services of Sir George Des Vaux and Sir William Robinson. The names of many of the gentlemen who for brief terms administered the Government have their names remembered in the same way, as in Austin Road and Barker Road, but we have not yet a Wilkes-Black Parade or a Gascoigne Avenue. Sir Henry Blake's name is perpetuated in Blake Pier, and in the scholarships which the Chinese Community have just founded I consider the Chinese have adopted a very sensible way of honouring the Governor whom they so highly esteemed, and it is a way that Sir Henry Blake will greatly appreciate. The education of the rising generation of Chinese in the Colony on Western lines is an object which all administrators of the Colony will be anxious to promote in every way, and the "Blake scholarships" will doubtless serve to stimulate that spirit of emulation in the schools which will lead to the best results.

It is not generally known, but is nevertheless a fact, that the military authorities are very busy just at present in improving and extending the fortifications of the island. A number of new guns have been put in position on the forts recently. It does not necessarily follow that these operations have a connection with the state of things up North. But it is hinted that during the tenure of office of the late General Commanding the progress which the War Office desired in this direction was not made. Apparently the new General is paying particular attention to the improvement of the island's defences.

The arid pages of the Government Gazette inform us weekly of the places that continue to enforce sanitary measures against Hongkong. It may not be generally known here that fifty-six successive days have now elapsed without the occurrence of a single plague case in Hongkong. But I must not forget the saying, *Unberufen und undeschrien!*

To refer again to the ever-recurring question of beachcombers in Hongkong, one often hears the query put, Where do they come from? At present there are from 30 to 40 in the Colony. That seems a lot, but an old resident tells me he remembers ten years ago there were some 200 "on the beach." The recent importations, with hardly any exception, come from Manila via the Fatsan Railway. They go up to the new line, get employment for a couple of weeks, and are then "fired out." Of course they drift Hongkong-wards, and there is no law to prevent them stopping off the Canton boats. Undesirables can be prevented from landing here from ocean-going steamers, but if they come by way of Canton it seems there is no preventive against their ingress. It is high time there was.

I notice in the Manila papers several paragraphs eulogising the climate of the Philippines at this season of the year, especially in their capital during the past two weeks. They say that a blanket is quite necessary at night, and the days are not too hot (significant "too")! What, then, would they say of the Hongkong

climate, where three blankets are necessary to some at night, and the days are nearly to be called even warm, even in their warmest hours, and heavy clothing comfortable? Truly the weather we have been enjoying the last few weeks is a great brace for the other seasons before us.

Yesterday was the 53rd anniversary of the declaration that the inhabitants of Hongkong were British subjects, although the island was taken possession of six days previously. It was not erected into a British Crown Colony, however, until April 1843. In 1841, by the way, the Chinese had two batteries on Kowloon peninsula, according to the late Mr. Donny, in his *Treaty Ports of China and Japan*. Those days seem truly remote from the present era of Tai-pi police administration and shooting expeditions in the New Territory.

BANYAN.

THE KWANGSI TROUBLES.

A correspondent residing at Kweilin, provincial capital of Kwangsi, writes in the N.C. Daily News on the present troubles in that province, states that they owe their origin to members of secret societies a few years ago issuing tickets of membership to the common people at so much cash each, which of course guaranteed the holders from harm at the hands of the desperadoes. Holders of tickets had, however, to assemble at their respective centres at certain intervals to pay obedience to their leaders, and also to take orders from them, if necessary. Finally, as the membership began to swell in numbers and the evil portion among them seemed ripe for mischief, the leaders started about robbing people who did not belong to their societies. Then came reports of outrages by roving gangs of disbanded soldiers in some places, and rebels in others, whereas to speak the truth these plundering bands were no other than members of the secret societies—mainly Triads. These bands having their own centres could easily assemble and as easily scatter to their homes to resume their former rôle of the peaceable rustic. For this reason it is next to impossible to distinguish the innocent countryman from the secret society man, and this had led sometimes to indiscriminate slaughter by the troops, who often suffer through the treachery of these people.

Then again there are what are called Ya-pang, or men who for a certain sum of money guarantee to convey the goods of merchants from one place to another free from harm. These Ya-pang, who are also called Piao-shou, are armed with magazine rifles of newest patterns, and they escort their convey through Customs barriers and places held by the troops unquestioned. But while engaged in this work these men act as spies for the secret societies, for as a matter of fact they are no less than secret society men themselves. Merchants who engage these Ya-pang know perfectly well the nature of the men they employ, but what else can they do? During the past month or so large bands of secret society men have appeared in the neighbourhood of Linchow and Chingyuan, keeping the troops always on the alert, whilst even the provincial capital and Wuchow are not free from these pests. Since his arrival in Kweilin four months ago Governor Ko Fung-shih has been untiring in trying to get at the leaders of these secret societies, and by the help of faithful retainers, who bravely walked into the lion's jaws and pretended to join these societies, has at last caught and beheaded three leading chiefs of the Ya-pang, named Tien Ho-ling, Yao Chen-yih, and Peng Lan-chi; two chiefs of the Kweilin Triads, Chen Yung-piao and Chen Chang-sung (father and son); and a certain Yang Fu-tung, a well-known rebel chief of Wuchow. The last-named three Triads even went so far as to confess that they had made every preparation to attack and capture the provincial capital last October, when they were prevented by the arrival there of Governor Ko Fung-shih and his army, in the nick of time as it were. At the time they were captured these three men were in the midst of putting into execution a scheme to rob certain banks in Kweilin and to seize the opportunity to capture the city. Chen Yung-piao, father and son are said to have had over 3,000 well armed men under them and had also two lieutenants, who, hearing of the capture of their two chiefs, had fled to the vicinity of Hsinjen-hsien, when they were also captured through the help of Government spies.

Since his arrival in Kwangsi there is no doubt that H.E. Governor Ko Fung-shih's efforts have been instrumental in restoring order in a great measure to the region round about Kweilin, Linchow and Chingyuan, and we can say that he is in a fair way to pacifying the whole province in due time.

INSURANCE COMPANIES IN JAPAN.

The term within which the foreign insurance companies in Japan had to give bonds expired at the end of last year. Nearly all the companies refused to give the required bonds, and declared they would withdraw from Japan. The Japanese Government has protested to the Japanese Government. It is understood that the Japanese Government will not insist on its demands, but that the matter will be quietly settled so that the insurance companies will remain in Japan. This dispute has been going on for some time, Japan following the example of "hard up" countries in the past. She demands that the insurance companies put up £20,000 in Japanese bonds. £20,000 is a large sum for small companies, but it seems this is not considered by the companies as a ground for objection; what they object to is the Japanese Government requiring Japanese bonds. Why should they not be allowed to invest their money as they please, in foreign bonds universally recognised to be marketable, for instance? It is true, of course, that the insurance companies would be making money from Japanese insurers. Whether the demands are justifiable or not is hard to say; such terms are not required elsewhere.

THE ANGLO-CHINESE DISTRICT SCHOOLS.

DISTRIBUTION OF PRIZES.

His Excellency the Officer Administering the Government, F. H. May, C.M.G., yesterday presented the prizes to the successful students in the Anglo-Chinese District Government Schools—Saiyungpan, Wanchai, and Yau-mat-ti—the ceremony taking place in the Wanchai School. Mr. E. A. Irving, Inspector of Schools, presided, and among those present were Mr. R. A. B. Ponsonby, Private Secretary to His Excellency; Mr. W. H. Williams, Saiyungpan; Mr. Wm. Curwen, Yau-mat-ti; Mr. Yung Hui, Wanchai; Mr. A. O. Orawa and Mr. C. R. S. Cooper. Before the formal proceedings began recitations were given by boys from each school. Mr. IRVING said he had been requested by the headmasters of the three District Schools which were represented there to read the annual report upon the progress of the schools during the past year. It was a duty which was usually undertaken by the headmasters themselves, and he was all the more conscious of the compliment and gladly accepted to do what he had been asked. He only regretted that they were unable to hear from the mouths of the gentlemen best qualified to speak an account of the interesting experiment whose first phase, as it were, was punctuated by that day's gathering.

Mr. IRVING proceeded to read the report, which stated that the three schools were in existence in 1901 as free schools, and gave elementary instruction in English and Chinese to the children in the neighbourhood. The same Chinese masters were now doing excellent work, although the methods employed, which were general in Europe and America, were revolutionary in the annals of Hongkong. Under the same roof as the English classes were vernacular classes, in which a sort of education was given, but very few of the boys knew the meaning of what they learned by heart. And if the boys did not learn their own language they did not learn English. They learned three or four school readers almost by heart. That was in the past, but a different system was now in vogue. The reorganisation of the schools was entirely remodelled under English masters, and the results of the last examination showed a vast improvement. In elementary geography the same improvement was shown, and the arithmetic done by the first year boys was excellent. Composition, however, was weak, but colloquial English showed great advancement, and the senior boys talked English "as Wellington did French," according to a saying of Napoleon, "courageously." The standard of Chinese language attained in the schools was very moderate, that of Saiyungpan being the best of the three. Mr. IRVING dealt with the question of teaching in English thoroughly, as if English was to be the tool for further learning, then the tool must be well forged, and ready to hand before good work could be expected. It was also proposed to admit no boy to the school without some knowledge of the character of his own language, and then to dispose and improve that knowledge so that the student may be able to use it for practical purposes. In the upper schools frequent translations from English to Chinese and from Chinese to English would be insisted upon. In concluding his report Mr. IRVING called upon His Excellency to present the prizes.

His EXCELLENCY then presented the prizes, after which he said—Mr. Irving, ladies, and gentlemen, Mr. Irving has told you that to-day marks the first stage in an experiment. It is an experiment, and a very important one, I think, not only in the educational interests in the Colony, but also in the commercial interests of this great emporium of trade. When I came out as Colonial Secretary, in 1902, one of the first pieces of work that fell to my lot was to see how far and in what manner the recommendations of a very important Commission—the Commission on Education—might be adopted; that is to say, I had to advise the Governor for the time being, as far as my ability enabled me, as to what changes could and could not be made. After a very great deal of correspondence with the home authorities and others, various changes were decided upon, and one of the most important of them was the reorganisation of the Government Anglo-Chinese schools. To-day we have the first-fruits of that reorganisation, and I think all those who are interested in education in the Colony must have heard to-day or will, no doubt, read in the newspapers to-morrow, with a great deal of pleasure, the satisfactory report which the Inspector of Schools has just now read to us. And I would like, before I go further, to congratulate the masters of the district schools, and the Chinese masters working under them, upon the very good work which they have already accomplished. What we want in Hongkong are Chinese who know the English language, and also, let me once more emphasise it, who know their own. I have had occasion before now to state that in my experience, which has been a considerable one, of the difficulties in carrying on business in Government offices—and it must also be found to be a difficulty in commercial firms—is the want of clerks who know their own language as well as knowing some English. Now, English, as we have heard in the report, is being taught in the district schools on a different system to what has been done in the past. I may say that I thoroughly endorse that system. It is the system that is now used at home in teaching all modern languages, and I do not think there is any question that it is the best way of learning a living language. I have before to-day had occasion to visit the district schools and see then actually at work, and I must say that I have been much

struck by the progress made by the students in colloquial English. The masters appear to me to teach them in a most intelligent manner, and what is very pleasing is to see that the students appreciate the efforts being made by their masters, and as far as I could judge they seem to enter into the spirit of the new method of teaching and to render on their part the task of the masters more easy. I have heard it said that it is no use trying to get Chinese boys to talk, because they won't talk. Well, I must say that in my visits to the district schools I have found that they were quite ready to talk. (Applause.) I have had an opportunity of seeing some of the examination papers that were done at the recent examination by the Inspector of Schools and I have taken a special interest in the translation work from English into Chinese, because that was a test of the progress made in the other department of education to which I referred, the teaching of the Chinese language. I regret to say that the progress in that direction is not so satisfactory, but I hope that a recent change which I have sanctioned, by which three vernacular schools have been closed and the masters have been taken from them and transferred to the district schools to teach the Chinese language there, may have a beneficial effect. If it has not—and I shall be able to learn before the next distribution of prizes whether the change has been fruitful of success—then all I can say is that some other measures must be taken, for of one thing I myself am determined, and that is that as far as I can do it I will have Chinese boys in the district schools getting a good sound education in their own language (applause), and I would ask you boys to remember that. I am more or less an employer of labour—at least I am an official who has a good deal to say with regard to the selection and appointment and promotion of Chinese clerks in the Government service—and I have also many friends in the commercial world in this Colony, and I can tell you that it is not enough for you to know English only. If you want to be successful and if you want to make a good income, I do not care whether it is under the Government or under some large mercantile firm, you must know Chinese as well. I think that all those who have heard the recitations to-day will have been very pleased with them, and I think I may express the prophecy that there is one boy at least [H.E. was referring to a little fellow, who had recited excellently "When I'm a Man"] who when he comes to be a man will be a very useful member of society if he goes on as he has begun. (Applause.) Now, I am told he is only nine years old; I suppose that is only nine Chinese, which makes it about eight in English reckoning. When he is eighty he may be Viceroys of a Chinese province perhaps or occupy a considerable official position in this Colony. (Applause.)

Mr. W. H. WILLIAMS on behalf of the staffs and the boys of the district schools thanked the ladies who had graced the ceremony with their presence and the Inspector of Schools, Mr. Irving, for his report upon the district schools collectively. Mr. Irving had told them what the boys could do, but had omitted to point out a little feature of school curricula which the boys in these schools could not do. Part of an English boy's early education was to learn to sing. He mentioned that fact because the district schools were conducted as far as possible on the lines of an English school, and it was quite possible that a few of their visitors had expected to hear school songs. As yet, however, school singing was not taught in their schools. In fact the headmasters had considered it and had decided for the present at any rate against it. He had also to thank His Excellency most heartily for distributing the prizes and for his address to the boys. Perhaps the boys had not been able to follow all the points of His Excellency's address, but he felt sure they were sufficiently intelligent to realise that by his coming personally and addressing them those who provided them with this means of education were anxious to go farther and to encourage them in the way His Excellency had done. The prizes were given by the Hongkong Government, and in receiving them from the hands of His Excellency they felt that they had a double value and appreciated them all the more. (Applause.)

The scholars then gave three cheers for His Excellency, and the proceedings were concluded by the recitation by one of the boys of "God Save the King" and three cheers for His Majesty.

The school re-opens on the 2nd March at 9 a.m.

POLICE COURT.

Monday, 1st February.

BEFORE MR. H. H. J. GONPERZ (ACTING POLICE MAGISTRATE).

EXEMPLARY PUNISHMENT.
Hu Wi, Lon Wan, and Hui On were charged with gambling and dealing in tickets for various lotteries, such as the Macao, Spanish, Kwangtung, Wu Pak, etc. They formed a firm operating under the name of Kwang Wo Cheong, and sold worthless lottery tickets to innumerable men and women, and when asked for the return of the money by several who were suspicious gave I.O.U.'s to them for the amounts, numbers of them being for \$20. There was no plausible defence, and the first defendant was sentenced to a fine of \$1000, the second and third to \$500 each, all with the usual alternatives of imprisonment.

THEFT.
Abdul Rahman, unemployed, entered the room of B. Drummond, a diver, at the Navy Yard, and stole therefrom 15 sovereigns and one handkerchief, of the aggregate value of £15.2s.6d. Evidence of the arrest of defendant was given and the case remanded.

NOTICE.

Owing to the Great Increase in the Furniture Business of Messrs. ACHEE & CO., we are requested by them to Resume Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

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PHOTO GOODS DEALERS.

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Hongkong, 21st December, 1903.

SUPREME COURT.

Monday, 1st February.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (PUI-SIK JUDGE).

DISPUTE ABOUT THE CHARTER OF A STEAMER.
Li Shok Pang, 115, Wing Lok Street, sued Yung Chi Hoi, 9, Queen's Road Central, and Pan Tse Yan, 30, Connaught Road, for \$1059.22 restricted to \$1000, plaintiff claiming this sum from Yung Chi Hoi as charterer under and from Pan Tse Yan as guarantor of the charter party dated 12th June, 1903, being the balance of money due for the charter of the s.s. *Emma Layden* from the plaintiff. Mr. H. W. Looker, of Messrs. Deacon, Looker, and Deacon, solicitors, appeared for the plaintiff, and Mr. E. J. Grist, of Messrs. Wilkinson and Grist, solicitors, for the defendants.

Mr. Looker said the plaintiff was an owner or charterer of steamers. He chartered them to various people for various purposes; amongst others he made a charter of the steamer *Emma Layden* to the defendant Yung Chi Hoi to carry passengers from Hoiho to Singapore. They entered into a charter-party on which he was suing. It was an agreement by which this steamer was to be hired or chartered or taken by the defendant, who had to guarantee 650 passengers at least; suppose he carried only a very small number of passengers he had to pay for 650. In the event of the number reaching 500 Yung Chi Hoi agreed to pay full compensation. It was a guarantee that he would pay for 650 passengers unless the regulations prevented the ship from carrying 650, in which case there would be a reduction. If there were more than 650 the passenger-money was to be reduced. The intention of asking the defendant to guarantee 650 was clear. It was not intended to charter the steamer and take remuneration for the defendant might have put only a few passengers on board and they might have sent down their steamer for some \$200 or \$300. Therefore it was provided that 650 should be guaranteed. As a matter of fact 505 passengers were carried; 31 were got from Hongkong. According to the Hongkong passage licence the steamer could carry 732 passengers altogether, and according to her emigration licence—that was for a voyage of over seven days—she could carry the full 650. It seemed to him that the case was reduced to this—Was it an agreement that the defendant should pay for 650 whether they went or not, or was he only to pay for the actual number of those who did go?

Mr. Grist said this was not exactly the position of matters. He did not read this agreement as a charter-party. It was not a charter to them in any shape or form; it was purely an agreement that they would send this ship from Hoiho and that defendant would guarantee 650 passengers.

His Lordship—What is the difference? Mr. Grist said that the ship was to be handed over to them and therefore it was not a charter-party. The agreement was wrongly described as a charter. He would not take objection to that point, however. Defendant's contention was that he could have carried 650 passengers but was prevented from doing so by the action of the plaintiff.

Evidence was then taken. His Lordship gave judgment for the defendant and costs.

SHIPPING NOTES.

WEATHER OUTSIDE.
Moderate to strong N.E. monsoon.
H.M.S. "SIRIUS."

H.M.S. *Sirius* is coming to Hongkong from Shanghai.

TWO FREIGHTERS FROM CANTON.
The s.s. *Sabine* and *Richmond* arrived from Canton on Sunday night, and the s.s. *Lydia* yesterday morning.

THE S.S. "GLENLOCHY."
The British s.s. *Glenloch* arrived from Yokohama in ballast yesterday. Capt. Stallard reports fresh monsoon and cloudy.

THE MITSUI BUSSAN KAISHA.
The Mitsui Bussan Kaisha, which has had almost all its steamers chartered by the Japanese authorities, has chartered five freighters (British and Norwegian) to continue the export of coal from Japan.

THE P. & O. S. N. CO.
The Peninsular and Oriental tonnage employed in the Eastern trade is the most important existing under one company's single flag. The fleet consists of some three score vessels, ranging from 4,000 to 10,000 tons. The cost of the present fleet is about £10,000,000 sterling, and the distance steamed by these large vessels every year approaches three-and-a-half millions of nautical miles.

SHANGHAI TO HONGKONG.
The China Merchants' s.s. *Kwonglee* arrived from Shanghai on Sunday with general cargo. The British s.s. *Kwong* (Messrs. B. & S.) and the s.s. *Wanzong* (N.D.L.) arrived from Shanghai on Saturday with general cargo.

THE GERMAN STEAMER CHOW TAI arrived from Bangkok via Hoiho on Saturday with a cargo of rice consigned to Messrs. Butterfield & Swire. The German steamer *Shantung* arrived on Sunday from Bangkok with a cargo of rice, also consigned to Messrs. Butterfield & Swire. An amount of rice from Bangkok arrived by the German steamer *Phra Chula Chon Kiao* on Saturday. Her agents are Messrs. Melchers & Co. The N.D.L. steamer *Tainoa* arrived from Bangkok yesterday with a cargo of rice for Messrs. Butterfield & Swire. Strong N.E. monsoon and high sea was experienced.

FREIGHTERS.
Taking an analysis of the last annual accounts of 35 cargo-boat companies we find some interesting figures, astonishing as they are significant. The companies in the list own 245 vessels, aggregating 731,019 tons gross, standing on the companies' books at £7,263,355 present valuation. The companies have paid-up capital of £4,631,541, and stated debts amounting to £2,137,313, or together £2,518,854. During the past twelve months these companies have earned from voyages only £276,764, and have, in addition to paying interest on debentures, fees,

income tax, &c., paid away £165,312 in dividends, or 3.53 per cent. on the paid-up capital and have transferred £130,241, or 1.78 per cent. on the book value of the steamers, to depreciation, these two items alone amounting to more than the year's earnings from voyages. If, however, 5 per cent. on the original cost, or 6 per cent. on the written-down value of the steamers, had been taken off for depreciation for the past year, £417,198 would have been absorbed, or £140,412 more than the year's earnings. If to this £140,412 of loss were added the interest on the prior charges, which would certainly exceed £100,000, the loss on the year's working of these representative vessels would amount to a quarter of a million, or 5.34 per cent. on the paid-up capital, and this leaves some of the management charges, office expenses, &c., which amount to a considerable sum, out of account. It is shown that the depreciation does not include the considerable decline in the market value of new vessels during the past few years, which, apart from wear and tear, is put down at 20 to 30 per cent. Of the thirty-five companies eleven paid no dividend for the past year and fifteen set aside nothing for depreciation.

STEAMER MOVEMENTS.
The P.M. steamer *Siberia*, with mails, &c., left Shanghai for this port on Sunday, at midnight.

The P. & O. steamer *Borneo* left Singapore for this port on the 30th ult., at 6 a.m.

The Mogul Line steamer *Mogul* left Singapore for this port via Manila on the 30th ult.

The C.N. steamer *Kaifong* left Manila on the 31st ult., and is expected here to-day.

The C.N. steamer *Wuchang* left Hoiho on the 30th ult., and is expected here to-morrow.

The M.M. steamer *Australien*, with the outward French mail left Singapore yesterday, at 10 a.m.

The N.Y.K. steamer *Aki Maru* (American Line) left Shanghai for this port on the 1st inst., and is expected here on the 4th inst.

The H.A.L. steamer *Andalusia*, from Hamburg, left Singapore for this port on the 31st ult., and may be expected here on the 7th inst.

The C.P.R. steamer *Athenian* arrived at Shanghai at 9.30 p.m. on the 30th ult., and left again at 11 a.m. on the 31st for Nagasaki, where she is due to arrive at 6 a.m. on the 2nd inst.



TELEPHONE No. 135.

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[Hongkong, 7th August, 1903.] [2321]

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Hongkong, 6th November, 1903. [93]

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ALSO

KIMBALL ORGANS.

Hongkong, 29th January, 1904. [3335]

NOTICE OF REMOVAL.

THE BUSINESS OF AH MEN AND HING CHEONG & CO., Tailors, will be carried on from the 17th inst. at No. 8 QUEEN'S ROAD CENTRAL, opposite to the Courtyard House Hotel, Hongkong, 5th January, 1904. [128]

"THE EAST OF ASIA."

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On Sale at "NORTH CHINA HERALD OFFICE, Shanghai; Messrs. KELLY & WALSH Hongkong; and all leading Booksellers in the Far East Hongkong, 14th February, 1903.

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is the best air purifier known, and a stronger, sweeter, and more effective disinfectant than any other. It is used by placing it in the room, and by breathing it in.

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is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

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supply the safest and most convenient means of sulphur fumigation. For the disinfection of infected places, bedding, clothing, etc., they are both efficacious and economical. Destroy all life.

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HOW WE HELP AMERICA.

How is it that it is so generally admitted that America is the most energetic and the most enterprising of all the nations? Apparently, Britain decided some 70 years ago that it was inevitable that America should take the premier place among industrial and commercial nations. With the utmost tranquillity we relinquished our claim to the position of proud supremacy. It may be that we had become tired of the responsibilities of high office, and determined to seek rest and refreshment in secluded retirement. The growth of the idea that it was necessary for us to abandon our claims to overwhelming power has been most interesting. First of all, we became conscious that we should not always be the greatest manufacturing nation; in the beginning the idea was that we should be ousted by Germany. But Germany overreached herself, and ceased to be a great commercial danger, and America took her place. Then the newspapers told us that we should be beaten by the United States. After the first blush of surprise, we contemplated the prospect with absolute serenity. Indeed, so reconciled that it is impossible for us to remember the exact date of the departure of our greatness. We fell from grace with pleasant lack of brutal suddenness. At no time has it been possible for us to say with absolute accuracy that yesterday we were first and to-day we are second. We know that we are not first to-day, and we are conscious that we have not been in that proud position for a good many days.

Indeed, we have fallen into the habit of admitting that America is the premier commercial nation; we also seem eager to admit that Americans are more energetic, efficient, and enterprising than are the people of Britain or any European country. Why should we so proudly admit the existence of this overwhelming pre-eminence? I am at a loss to understand. It is always a most dangerous thing to admit a superiority, especially dangerous is it to admit a superiority to advertise that another is its superior. I trace the foundation of this cry of American supremacy to most excellent motives, and I am confident that the results which have followed the universal adoption of the phrase are not in accordance with the desires of the projectors of the movement. The idea was to wake up the manufacturers and commercial men of this country by showing them instances of the energy and enterprise of the Americans. The result of the business has been that consumers in this country and in every country have been convinced that American goods are really vastly superior to British. Nothing succeeds like success!

America fully realises the great value of this British pro-American sentiment; the trans-Atlantic business man makes the most he can out of it. It is not surprising that there are many persons who, because they have heard so much of this Yankee "supremacy," make a point of buying American things whenever it is possible; obviously, it is a fair assumption that since American goods have been so widely superior, American products must be equally superior. I do not dispute the accuracy of the statement that America is full of energy and enterprise, but I do contend that the comparison between America and Britain as industrial nations is, as a rule, entirely disproportionate. Britain is not entirely rusted and dead. British industry is not in the hopelessly stagnant condition so many of our superior critics would have us believe. A just comparison between Britain and America as industrial powers might show that in our country there is room for more enterprise, but—the Americans are not perfect. The gigantic outputs made possible to factories in the States by the high tariff walls and mammoth trusts too frequently enable the Yankee traveller to underbid his English rival in foreign, and even British, markets, but, after all, that is not everything. The cheapness of articles is a great factor in commercial transactions, but cheapness is not everything. Quality is something, and in that matter Britain is still ahead.

If half the stories of American superiority so widely circulated in this country were true, every wise British manufacturer would dismantle his workshop and invest his capital in American commercial bonds. Fortunately, there is not the least necessity for this course of action by one British worker. The condition of industry to-day clearly shows that the British workman is not the inferior of his American cousin; that all the enterprise and energy in the world is not planted in the

business towns of Yankee land; that the natural wealth of the vast Western continent does not preclude the possibility of equal competition by the traders of Britain. The natural wealth of the United States of the British Empire is at least equal to those of America. So let us finish the dolorous chorus of this age of American supremacy and British decadence before we have quite succeeded in gruffing into the public mind the idea that the manufacturers of other countries are necessarily really superior to those of our own. Of a truth, it is this reckless and ignorant laudation of things American that has done the greatest injury to British trade.

The methods employed by the astute American in keeping the action of Western superiority ever before the eyes of the British public are frequently as amusing as they are ingenious. I remember reading in a popular magazine a year or so ago an article on the American "Commercial Invasion of Europe," written by a former assistant of the American Treasury. This gentleman went out of his way to state that America has sent coal to Newcastle, cotton to Manchester, outlery to Sheffield, potatoes to Ireland, champagne to France, watches to Switzerland, and Rhine wine to Germany. The impression the article made upon one generally was that, commercially speaking, Europe was absolutely defeated. The splendid authority of a foreign country sent no foreign-grown "champagne" to France, and "Rhine" wine to Germany seemed to suggest competition against which nothing could hope to prevail. But, after all, although this series of interesting facts was made known over a year ago, the wine trades of France and Germany seem unaffected by the competition of the strenuous West, and Ireland, Sheffield, Manchester, and Switzerland still manage to steer clear of the courts of bankruptcy.

The real truth about this matter of American superiority is, that our Yankee friends, realising the value of good advertising, have cleverly published stories of their own superiority throughout Britain. American agents in Britain have "hosted" considerably, and American efficiency has become a household word.—John Hender-on, in To-Day.

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NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTON'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy each. Hongkong, 22nd December, 1903. [3518]

A. LING & CO., FURNITURE STORE. PLATED, GLASS AND CROCKERY WARE, &c., &c., and FOOCHOW LACQUERED WARE. 68, QUEEN'S ROAD CENTRAL. Hongkong, 21st September, 1903. [314]

QUAN WAH & CO., GRANITE MERCHANT CONTRACTORS. Dealers in MARBLE and GRANITE MONUMENTS. No. 1, QUEEN'S ROAD EAST. Estimates, Designs & Prices on Application. All descriptions of Granite for Export. Hongkong, 17th October, 1903.

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Under the direction of American mixologist. Anything you want served promptly and pleasantly.

BILLIARD ROOM

Thoroughly modern and up-to-date. Brunswick-Balke tables. Export Markers in attendance.

STABLES.

Fine turnout for the guests of the hotel. Elegant rubber-tired carriages, fast horses, good coachmen. The New Oriente Hotel is now open for inspection.

SIMON SCHNEER & CO., PROPRIETORS.

MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES:—HIGASHI-HOMMACHI, MOJI, MINAMI-AJIKAWA, OSAKA AND KAIGAN, WAKAMATSU.

AGENCY Mr. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong. CODE USED: A I & A. B. C. 4TH ED.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries Maritimes de France, Foreign and Japanese steamers. Arsenal and Japanese Railway Companies, &c. Sole Proprietors of Kumanoto and Tounara Coal Mines. Sole Agents for Kawasaki, Komatsugawa, Minamio, Ikejiri and Kanagata Collieries.

Hongkong, 4th March, 1903.

K. UYEMURA, Manager

[240]

JAPAN COALS.

MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, 105, HOSVON STREET

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokotsuka, Nagoya, Osaka, Kobe, Kure, Shimomaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kachinotani, Sasebo, Maizuru, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes)

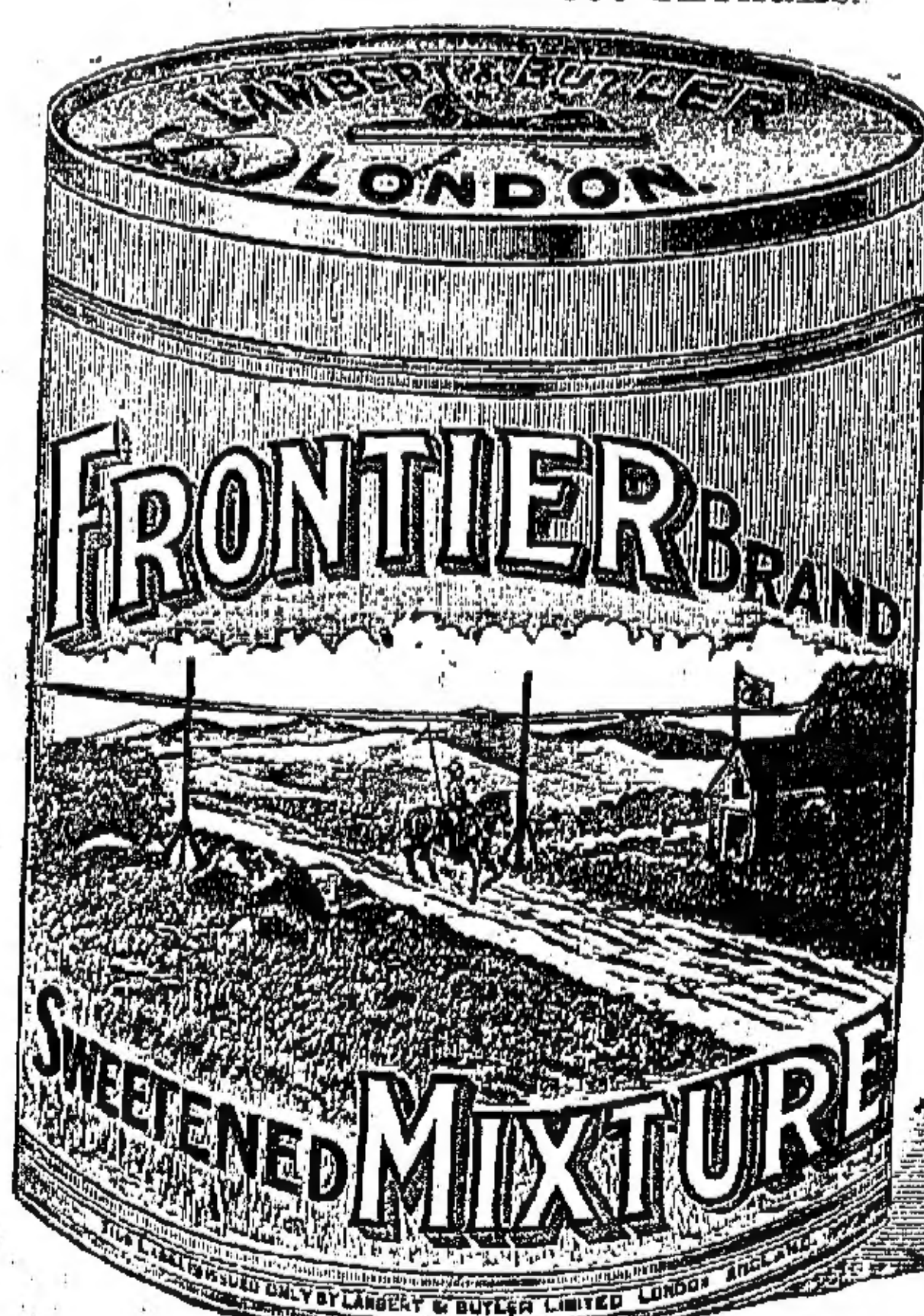
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujiyotani, Mamoda, Mannoura, Onoura Otsuji, Sasahara Tsubakuro, Yoshinotani, Yoshio, Yuzokibara, and other Coals.

N. INUZUKA, Manager, Hongkong

FROM PIER TO PEAK

LAMBERT AND BUTLER'S FRONTIER MIXTURE IS SMOKED BY ALL HIGH-CLASS TOBACCO SMOKERS.



MANUFACTURED BY— LAMBERT & BUTLER'S BRANCH, BRITISH-AMERICAN TOBACCO COMPANY, LIMITED.

CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.



Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.

LUTGENS, EINSTAMANN & CO., Sole Agents for China.

Hongkong 1st July, 1902.

FUER sofort ein gebildetes deutsches Kindermädchen für ein 14-jähriges Mädchen in einer deutschen Familie in Yokohama, Japan. Gef. Offerten einzusenden an: 310 O. H. Yokohama, P. O. Box 245.

SI ENTING.

SURGEON DENTIST.

No. 10, DAQUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903.

THE AMERICAN SYSTEM OF DENTISTRY.

DE. M. H. CHAUN, 27, DES VEAUX ROAD CENTRAL HONGKONG, From the University of Pennsylvania, U.S.A. Hongkong, 10th March, 1903. [2410]

BEYER, PEACOCK & CO., LIMITED.

Gorton Foundry, Manchester.

ESTABLISHED IN 1854.

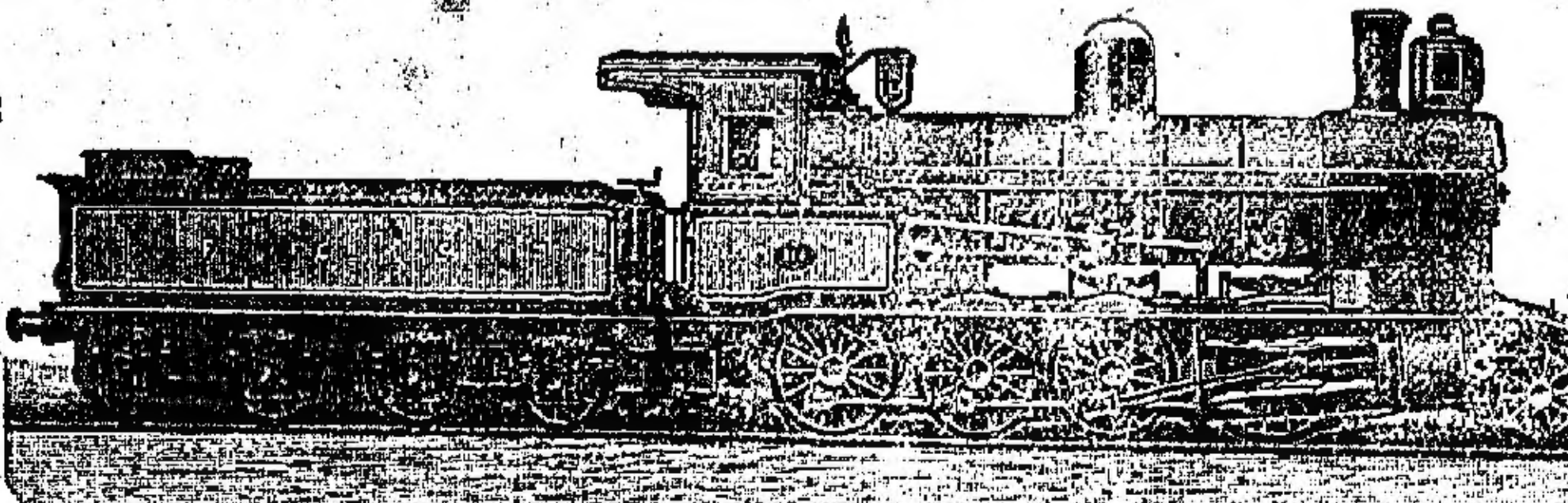
LOCOMOTIVE ENGINES

ADAPTED TO EVERY GAUGE AND VARIETY OF SERVICE. Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.

CRANE LOCOMOTIVES FOR LIFTING AND SHUNTING.

RACK RAIL LOCOMOTIVES, YARD ENGINES, &c.

WHEEL AND OTHER LATHES, MILLING MACHINES, DRILLS, PLANERS, SLOTTERS, &c.



EVERY GRINDING MACHINES A SPECIALITY.

ALL TOOLS ELECTRICALLY DRIVEN IF REQUIRED.

ALL PARTS OF THE ENGINES AND MACHINE TOOLS ARE MADE ACCURATELY TO STANDARD GAUGES.

WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE. STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.

SHIPPING.

ARRIVALS.
 b. 1. ENMA LUYKEN, German str., 1,110.
 Maritima, Moji 27th Jan. Coal.—EAST
 ASIATIC TRADING CO.
 b. 1. GLENLOCH, British str., 2,997. E. J.
 Stallard, Yokohama 20th Jan. General.
 McGregor Bros. & Co.
 b. 1. KOWLOON, German str., from Canton.
 b. 1. SACHSEN, German str., 4,500. W.
 Franke, Shanghai 30th Jan. Mails and
 General. Melchers & Co.
 b. 1. SUNDOWN, British str., 1,021. J.
 Robinson, Manila 29th January, General.
 BUTTERFIELD & SWIRE
 b. 1. TEINCAU, German str., 1,002. O. Koch.
 b. 1. ngkok, via Swatow 18th Jan. Rice and
 b. 1. WHAMPOA, British str., from Canton.

DEPARTURES.
 31st January.
 b. 1. CHUAN, British str., for Swatow.
 b. 1. HONGKONG, British str., for Huihow.
 b. 1. HONGKONG, British str., for Huihow.
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 Maritima, Moji 27th Jan. Coal.—EAST
 ASIATIC TRADING CO.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	GLENLOCH	Brit. str.	Stallard	McGREGOR BROS. & CO.	To-day.
LONDON & ANTWERP	NESTOR	Brit. str.	E. G. Andrews	BUTTERFIELD & SWIRE	6th inst.
LONDON, AMSTERDAM & ANTWERP, &c.	PALEMO	Brit. str.	E. G. Andrews	P. & O. S. N. CO.	About 14th inst.
LONDON & ANTWERP	KINTUCK	Brit. str.	E. G. Andrews	BUTTERFIELD & SWIRE	16th inst.
LONDON & ANTWERP	MOYUNE	Brit. str.	E. G. Andrews	BUTTERFIELD & SWIRE	15th March.
LONDON & ANTWERP	GLAUCUS	Brit. str.	E. G. Andrews	BUTTERFIELD & SWIRE	23rd March.
LONDON & ANTWERP	PAK LING	Brit. str.	E. G. Andrews	BUTTERFIELD & SWIRE	9th inst., at 1 P.M.
MARSEILLES, &c., via PORTS OF CALL.	E. SIMONS	Ger. str.	W. Franke	MELCHERS & CO.	To-morrow, Noon.
BREMEN, via PORTS OF CALL.	SACHSEN	Ger. str.	C. H. Burch	SHEWAN, TOMES & CO.	5th inst.
HAVRE, LONDON, ANTWERP & HAMBURG	SADROSHIR	Brit. str.	Kock	MELCHERS & CO.	About 10th inst.
HAVRE, COPENHAGEN & BALTIC PORTS	P. VALDEMAR	Dan. str.	Kock	MELCHERS & CO.	9th inst.
HAVRE & HAMBURG	ALERIA	Ger. str.	Sachs	HAMBURG-AMERIKA LINIE	27th inst.
HAVRE & HAMBURG	C. FRED. LAEISZ	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	8th March.
HAVRE & HAMBURG	SAMBIA	Ger. str.	Schmidt	HAMBURG-AMERIKA LINIE	22nd March.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	v. Dohren	HAMBURG-AMERIKA LINIE	5th April.
GENOA, MARSEILLES & LIVERPOOL	KEENUN	Brit. str.	E. G. Andrews	BUTTERFIELD & SWIRE	22nd inst.
GENOA, MARSEILLES & LIVERPOOL	AJAX	Brit. str.	E. G. Andrews	BUTTERFIELD & SWIRE	23rd inst., P.M.
TRIESTE, &c., via SINGAPORE, &c.	SIKHE	Brit. str.	E. G. Andrews	BUTTERFIELD & SWIRE	About 5th inst.
NEW YORK, via PORTS & SUEZ CANAL	SIKHE	Brit. str.	E. G. Andrews	BUTTERFIELD & SWIRE	10th inst.
VANCOUVER, via SHANGHAI, &c.	E. OF INDIA	Brit. str.	E. G. Andrews	BUTTERFIELD & SWIRE	9th inst., at 4 P.M.
YOKOHAMA, via SHANGHAI, &c.	AKI MARU	Jap. str.	J. W. Ekstrand	NIPPON YUSEN KAISHA	11th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	OLYMPIA	Brit. str.	A. Dixon	DODWELL & CO., LTD.	24th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	AGAMEMNON	Brit. str.	Hollingsworth	BUTTERFIELD & SWIRE	13th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	INDRAPURA	Brit. str.	Hollingsworth	BUTTERFIELD & SWIRE	12th inst.
PORTLAND, OREGON	TEINCAU	Brit. str.	Hollingsworth	BUTTERFIELD & SWIRE	19th inst., at Noon.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	Hollingsworth	BUTTERFIELD & SWIRE	About 7th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	BORNEO	Brit. str.	Hollingsworth	BUTTERFIELD & SWIRE	9th inst.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	Hollingsworth	BUTTERFIELD & SWIRE	10th inst., D'light.
YOKOHAMA & KOBE	ANDALUSIA	Ger. str.	G. Schmidt	HAMBURG-AMERIKA LINIE	To-morrow, D'light.
YOKOHAMA & KOBE	EMPIRE	Brit. str.	G. Schmidt	HAMBURG-AMERIKA LINIE	Quick despatch.
YOKOHAMA & KOBE	MANCHURIA	Brit. str.	G. Schmidt	HAMBURG-AMERIKA LINIE	Quick despatch.
DAI-LY, PORT ARTHUR & VLADIVOSTOK	SEYDLITZ	Brit. str.	G. Schmidt	HAMBURG-AMERIKA LINIE	To-morrow, 10 A.M.
SHANGHAI, NAGASAKI, HUIHOW & YOKOHAMA	AMOI	Jap. str.	I. Goto	OSAKA SHOSHEN KAISHA	4th inst., 10 A.M.
FOOCHOW, via SWATOW & AMOY	AMOI	Jap. str.	A. Hanson	OSAKA SHOSHEN KAISHA	4th inst., 10 A.M.
FOOCHOW, via SWATOW & AMOY	AMOI	Jap. str.	T. Ogata	OSAKA SHOSHEN KAISHA	7th inst., at 8 A.M.
TAM-SUI, via SWATOW & AMOY	AMOI	Jap. str.	T. Saito	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.
ANPING, via SWATOW & AMOY	AMOI	Jap. str.	W. M. Smith	BUTTERFIELD & SWIRE	Quick despatch.
SWATOW & SHANGHAI	WHAMPOA	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	To-morrow.
MANILA	CHUILL	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	8th inst., 10 A.M.
MANILA DIRECT	ROBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	13th inst., at 8 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	6th inst., at 4 P.M.
MANILA DIRECT	WUCHANG	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	11th inst., at Noon.
MANILA DIRECT	CAPEI	Ital. str.	Belsito	CARLOWITZ & CO.	11th inst., at Noon.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRAUCHTAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALESIA	HAVRE and HAMBURG	On 9th Feb. Freight
C. FRED. LAEISZ	HAVRE and HAMBURG	On 27th Feb. Freight.
SAMBIA	HAVRE and HAMBURG	On 8th Mar. Freight.
SAMBIA	HAVRE and HAMBURG	On 22nd Mar. Freight.
ANDALUSIA	HAVRE and HAMBURG	On 5th April. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN
 HONGKONG, SOUTH CHINA COAST PORTS
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

FOR	STEAMERS.	LEAVING
TAM-SUI, via SWATOW	"DAI-JIN MARU"	THURSDAY, 4th
AND AMOI	"T. OGATA"	February, at 10 A.M.
TAM-SUI, via SWATOW	"DAI-GI MARU"	WEDNESDAY, 10th
AND AMOI	"T. W. GROVES"	February, at 10 A.M.
FOOCHOW, via SWATOW	"ANPING MARU"	WEDNESDAY, 3rd
AND AMOI	"I. GOTO"	February, at 10 A.M.
FOOCHOW, via SWATOW	"TRIUMPH"	THURSDAY, 4th
AND AMOI	"A. HANSEN"	February, at 10 A.M.
ANPING, via SWATOW	"MAIDZURU MARU"	SUNDAY, 7th
AND AMOI	"T. Saito"	February, at 8 A.M.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a fully qualified doctor is carried. By the Co.'s steamers from Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
 Hongkong, 2nd February, 1904.
 T. ARIMA, Manager

IMPERIAL GERMAN MAIL

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
SACHSEN	WEDNESDAY 3rd February
GERA	WEDNESDAY 17th February
SEYDLITZ	WEDNESDAY 18th March
ROON	WEDNESDAY 30th March
PREUSSEN	WEDNESDAY 13th April
HAMBURG	WEDNESDAY 27th April
PRINZ HEINRICH	WEDNESDAY 11th May
OLDENBURG	THURSDAY 28th May
BAYERN	THURSDAY 9th June
SACHSEN	THURSDAY 23rd June
ZIETEN	THURSDAY 7th July
SEYDLITZ	THURSDAY 14th July

ON WEDNESDAY, the 3rd day of FEBRUARY, 1904, at Noon, the Steamship "SACHSEN" of the NORDDEUTSCHER LLOYD, Captain W. Franke, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 1st February. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 2nd February, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 2nd February. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to
MELCHERS & CO., AGENTS.
 Hongkong, 29th January, 1904.

TOYO KISEN KAISHA

MANILA LINE.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Owing to the "ROSETTA MARU" and "ROHILLA MARU" being taken up by the Government as transports, our Manila business is at present temporarily suspended, but we hope to resume regular services with suitable vessels at an early date.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Lee House Street.

K. MATSUDA, Acting Manager.
 Hongkong, 29th January, 1904.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

YOKOHAMA, via SHANGHAI, HAI, MOJI and KOBE (Passing through the Inland Sea)

BORENO About 7th February Freight and Passage.

LONDON, AMSTERDAM and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES

PALEMO About 14th February Freight only.

For further Particulars, apply to
 E. A. HEWITT, Superintendent.
 Hongkong, 30th January, 1904.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAYING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 10th Feb.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 24th Feb.
R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 9th Mar.
R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 30th Mar.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th April.

Hongkong to London, 1st Class via St. Lawrence Lou via New York £82.
 Intermediate on Steamers £40. " " £42.
 and 1st Class Rail

The magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. E. UROWN, General Agent,
 9, Paddler Street.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
OLYMPIA	2,837	A. Dixon	Thursday, February 11th
SHAWMUT	9,606	W. M. Smith	Friday, February 19th
TACOMA	2,812	M. Ridley	Friday, February 26th
VICTORIA	3,502	J. Truebridge	Wednesday, March 16th
TREMONT	9,606	T. W. Garlick	Friday, March 25th
OLYMPIA	2,837	A. Dixon	Wednesday, April 27th

* Not carrying second class passengers.

FOR MANILA.
 The largest, steadiest, and most comfortable steamers for Manila.
 S.S. SHAWMUT 9,606 tons. W. M. Smith About 30th January.
 S.S. TREMONT 9,606 tons. T. W. Garlick About 1st March.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—
 DODWELL & CO., LIMITED,
 QUEEN'S BUILDINGS,
 Hongkong, 26th January, 1904.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
 STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 6th Feb., 10 A.M.
ZAFIRO	2540	R. Edgar	Manila direct.	Sat., 13th Feb., 10 A.M.
PERLA	1930	A. H. Noley		

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 1st February, 1904.

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.
 FOR DALNY, PORT

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HUMBATA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 5th February.
GLASGOW and LIVERPOOL...	"PAK LING"	On 12th February.
GLASGOW and LIVERPOOL...	"IDOMENEUS"	On 20th February.
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 22nd February.
GLASGOW and LIVERPOOL...	"MENELAUS"	On 27th February.
GLASGOW and LIVERPOOL...	"RHIPHEUS"	On 4th March.
GLASGOW and LIVERPOOL...	"MACHAON"	On 11th March.
GLASGOW and LIVERPOOL...	"TELEMACHUS"	On 12th March.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP...	"NESTOR"	On 6th February.
LONDON and ANTWERP...	"KINTUCK"	On 14th February.
LONDON and ANTWERP...	"KEEMUN"	On 22nd February.
LONDON and ANTWERP...	"MOYUNE"	On 1st March.
LONDON and ANTWERP...	"GLAUCUS"	On 15th March.
LONDON and ANTWERP...	"AJAX"	On 20th March.
LONDON and ANTWERP...	"PAK LING"	On 29th March.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"AGAMEMNON"	On 24th February.

The s.s. "PELEUS" left Victoria B.C. on the 30th ult. for this port via Japan.
For Freight, apply to
BUTTERFIELD & SWIRE.
AGENTS.
Hongkong, 2nd February, 1904. [10-11]

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"WHAMPOA"	On 2nd Feb. 10 A.M.
MANILA	"CHIHLI"	On 3rd February.
ILOILO	"WUCHANG"	On 8th Feb. 4 P.M.
YOKOHAMA and KOBE	"CHANGSHA"	On 9th February.
PORT DARWIN, THURSDAY ISLAND, CAIENS, COCKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 12th February.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 2nd February, 1904. [12]

PORTLAND & ASIATIC STEAMSHIP CO

PROPOSED SAILINGS FROM HONGKONG SHANGHAI VIA INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN
CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP
Tons. CAPTAIN
"INDRAPALA" 4899 A. B. Hollingsworth February 13, 1904
"INDRASAMHA" 5197 W. E. Craven March 15, 1904
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 12th January, 1904. [14]

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, TIMOR, PORT DARWIN
and QUEENSLAND PORTS, and taking
through Cargo to ADELAIDE, NEW
ZEALAND, TASMANIA, &c.)
THE Steamship
"EMPIRE"
Captain Helms, will be despatched for the above
ports on FRIDAY, the 19th inst., at NOON.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
A stewardess and a duly qualified surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 2nd February, 1904. [250]

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Hongkong, 2nd February, 1904. [250]

NOTICES TO CONSIGNEES STEAMSHIP "YAKKA" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or via
Marseilles and Orsay, from Bordeaux or via
Ville de Lorient, in connection with above
Steamer, are hereby informed that their Goods,
with the exception of Opium, Treasure and
Valuables, are being landed and stored at their
risks into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., at
Kowloon, whence delivery may be obtained
immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before Noon, To-day, the 27th inst., requesting
it to be landed here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
Wednesday, the 3rd February, at Noon, will be
subject to rent and landing charges.
All claims must be sent in to me on or before
the 3rd February, or they will not be recognised.
All damaged packages will be examined on
Wednesday, the 3rd February, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHATEAUX,
Agent.
Hongkong, 27th January, 1904. [2]

OCEAN STEAMSHIP COMPANY,
LIMITED.
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.
CONSIGNEES per Company's Steamer
"PINGSUET"
are hereby notified that the Cargo is being
discharged into Craft, and/or loaded at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignee's risk. The Cargo
will be ready for delivery from Craft or Godown
on the 29th inst.
Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 4th prox.
No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 4th prox. will
be subject to rent.
All Claims against the Steamer must be
presented to the Undersigned on or before the
11th prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th January, 1904. [10-11]

OCEAN STEAMSHIP COMPANY,
LIMITED.
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.
CONSIGNEES per Company's Steamer
"MOYUNE"
are hereby notified that the Cargo is being
discharged into Craft, and/or loaded at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignee's risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 30th inst.
Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 5th prox.
No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 5th prox. will
be subject to rent.
All Claims against the Steamer must be
presented to the Undersigned on or before the
12th prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 29th January, 1904. [10-11]

OCEAN STEAMSHIP COMPANY,
LIMITED.
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.
CONSIGNEES per Company's Steamer
"HAWMUT"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, AND MANILA.
The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for consignment,
and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of this Vessel
will be landed and stored at Consignee's risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.
DODWELL & CO., LD.,
Agents.
Hongkong, 30th January, 1904. [12]

NOTICE TO CONSIGNEES.
STEAMSHIP "CHUSAN"
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.
This Vessel brings on Cargo—
From London, &c., ex s.s. Arcadia.
From Australia, ex s.s. Victoria.
From Calcutta, ex s.s. Sumatra.
From Persian Gulf, ex s.s. B. I. S. N.
and B. & P. S. N. Co.'s steamers.
Optional Cargo will be landed here unless
intimation is given to the contrary before
5 P.M. To-day, the 31st inst.
Goods not cleared by the 6th prox., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignee and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 31st January, 1904. [1]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"CHUSAN"
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Consignees of Cargo by the above-named
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THE P. & O. S. N. Co.'s Steamer
"CHUSAN"
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.
This Vessel brings on Cargo—
From London, &c., ex s.s. Arcadia.
From Australia, ex s.s. Victoria.
From Calcutta, ex s.s. Sumatra.
From Persian Gulf, ex s.s. B. I. S. N.
and B. & P. S. N. Co.'s steamers.
Optional Cargo will be landed here unless
intimation is given to the contrary before
5 P.M. To-day, the 31st inst.
Goods not cleared by the 6th prox., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignee and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 31st January, 1904. [1]

NOTICE TO CONSIGNEES.
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From Australia, ex s.s. Victoria.
From Calcutta, ex s.s. Sumatra.
From Persian Gulf, ex s.s. B. I. S. N.
and B. & P. S. N. Co.'s steamers.
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which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 31st January, 1904. [1]

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.
OPEN DAY AND NIGHT.

SUBSCRIPTIONS:—
EXCHANGE LINES.
\$100 Per Annum.

PRIVATE LINES
by arrangement.

NO CHARGE FOR INSTALLATION

N.B.—A special charge is made for lines of
more than average length.

ELECTRIC SUPPLIES OF EVERY
DESCRIPTION IN STOCK.

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

PRICE LISTS
ON
APPLICATION.

ELECTRIC BELL INSTALLATIONS
ERECTED AND KEPT IN
ORDER.

Estimates given for all kinds of Electrical work
Trained Mechanicians sent to Out-Ports to
fit up Installations if required.

For full particulars, &c., &c., Apply to—
W. STUART HARRISON, A.M. Inst. C.E.
Manager.
Note Address:—No. 2, 105 HOUSE ROAD.
Hongkong, 18th January, 1897. 462

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON.

On and after the 1st January, 1904, the
Passage Rates will be by Mail steamers:—
First Saloon 2nd Saloon
To London 465 244
To Batavia 261 242
Return tickets are issued at a fare and a half
available for 2 years.

The proposed sailings are:—
Departure from Hongkong Connecting at Colombo
S.S. Malta February 13th S.S. Moldavia
S.S. Chusan February 27th S.S. Arcadia
S.S. Ballarat March 12th S.S. Australia
S.S. Coromandel March 26th S.S. Oceania
S.S. Simla April 9th S.S. Mongolia
S.S. Bengal April 23rd S.S. China
S.S. Chusan May 7th S.S. Himalaya
S.S. Chusan May 21st S.S. Marmora
Good accommodation can be arranged,
on booking, in the connecting steamers at Colombo,
which now include the new steamers Moldavia,
Mongolia and Marmora.

INTERMEDIATE STEAMERS.
The revised rates of passage by these steamers
are now: To London 1st Saloon 250, 2nd Saloon
235.
Return tickets available for 2 years can now
be issued at a fare and a half.
Return tickets available for two years are
also issued, subject to intermediate and out by
Mail steamer or vice versa.
Rates on application.
When these steamers call at Marseilles,
tickets can be issued to that port at 246 First
Saloon, 193 Second Saloon.
E. A. HEWETT,
Superintendent.
Hongkong, 11th January, 1903. [3240]

SAVARESSE'S SANDAL CAPSULES

Not made of Gelatine, most efficacious, because
absolutely pure English Oil.
Full directions. All Chemists.
Insist on Savarasse's.

MARTIN'S APIOL-STEEL PILLS

A French Remedy for all irregularities. Thousands of
Ladies accept of its efficacy. It is the only remedy of its
kind which is not only safe, but also pleasant. It is a
true and reliable remedy for all cases of irregularity,<

POST OFFICE NOTICES.

Books containing stamps of the following denominations may be obtained at the counter of General Post Office for \$1.00 Each—

16 stamps at 4 cents	12 stamps at 2 cents
12 stamps at 1 cent	12 stamps at 1/2 cent

Letters and Post cards are now received for transmission to Europe via Dally and the Trans-Siberian Railway, and should be marked accordingly. No Printed matter can be accepted. Unpaid or underpaid correspondence cannot be forwarded. The Rates of Postage by this route will be the same as at present via the Suez Canal.

Letters intended to go by this route should be posted not later than the Wednesday in each week, so as to catch the first Russian boat from Shanghai to Dally which leaves Shanghai every Sunday.

PARCEL POST TO MANILA. The same regulations as to weight limit, postage, etc., will apply as at present in regard to parcels to America direct.

Inward parcels by a.s. *Chusan*, are now ready for delivery.

The *Siberia*, with the American mail, left Shanghai on Monday, the 1st inst., at 8 a.m., and may be expected here on or about Wednesday, the 3rd inst.

The *Seydlitz*, with the German mail, left Shanghai on Saturday, the 30th ult., at 2 p.m., and may be expected here on or about Thursday, the 4th inst.

MAILS WILL CLOSE

FOR	PER	DATE
Canton, Swatow and Shanghai	Hankow	Tuesday, 2nd, 7.30 A.M.
Swatow and Dali	Whampoa	Tuesday, 2nd, 9.00 A.M.
Macao	Hailong	Tuesday, 2nd, 9.00 A.M.
Chinkiang	Taichong	Tuesday, 2nd, 11.00 A.M.
Singapore	Huangshan	Tuesday, 2nd, 1.15 P.M.
Kongmoon, Kunchuk and Samshui	Kowloon	Tuesday, 2nd, 2.00 P.M.
Manila	Telemanus	Tuesday, 2nd, 3.00 P.M.
Kobe	See Yip	Tuesday, 2nd, 3.00 P.M.
Namtu	Chienchiang	Tuesday, 2nd, 3.00 P.M.
Sanbu	Loonging	Tuesday, 2nd, 3.00 P.M.
Macao	Taichung	Tuesday, 2nd, 5.00 P.M.
Canton	Hailong	Tuesday, 2nd, 5.00 P.M.
Quang Chow, Hoihow, Pakhoi and Haifong	Hongkong	Wednesday, 3rd, 7.30 A.M.
Europe, &c., India via Taitcorin		Wednesday, 3rd, 9.00 A.M.
Letters 11.00 to 11.30 A.M. Extra Postage 10 cents		(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail.)
Singapore, Penang, and Calcutta		Wednesday, 3rd, 1.00 P.M.
Manila		Wednesday, 3rd, 3.00 P.M.
Canton		Wednesday, 3rd, 5.00 P.M.
Canton		Thursday, 4th, 7.30 A.M.
Canton		Thursday, 4th, 5.00 P.M.
Canton		Friday, 5th, 7.30 A.M.
Canton		Friday, 5th, 5.00 P.M.
Canton		Saturday, 6th, 7.30 A.M.
Canton		Saturday, 6th, 5.00 P.M.
Canton		Sunday, 7th, 9.00 A.M.
Europe, &c., India via Taitcorin		Tuesday, 9th, 11.00 A.M.
Letters 11.00 to 11.30 A.M. Extra Postage 10 cents		(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail.)
Yokohama and Kobe		Tuesday, 9th, 3.00 P.M.
Yokohama, Kobe and Tsingtau		Wednesday, 10th, 10.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)		Wednesday, 10th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents)		
Singapore, Penang and Bombay		Thursday, 11th, 11.30 A.M.
Port Harward, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne		Friday, 12th, 3.00 P.M.
Manila		Saturday, 13th, 9.00 A.M.

TO-MORROW.

Sale, Furniture, "La Hacienda" (East) Mount Kellott, Mr. Geo. P. Lammert, 2.45 p.m.

COMMERCIAL.

CLOSING QUOTATIONS. 1st February.

1st February.

ON LONDON.—		
Telegraphic Transfer	1.94	
Bank Bills, on demand	1.94	
Bank Bills, at 30 days' sight	1.94	
Bank Bills, at 4 months' sight	1.10 ¹ / ₂	
Credits, at 4 months' sight	1.10 ¹ / ₂	
Documentary Bill, 4 months' sight	1.10 ¹ / ₂	
ON PARIS.—		
Bank Bills, on demand	228 ¹ / ₂	
Credits, at 4 months' sight	232	
ON GERMANY.—		
On demand	186	
ON NEW YORK.—		
Bank Bills, on demand	44 ¹ / ₂	
Credit, 60 days' sight	44 ¹ / ₂	
ON BOMBAY.—		
Telegraphic Transfer	134 ¹ / ₂	
Bank, on demand	134 ¹ / ₂	
ON CALCUTTA.—		
Telegraphic Transfer	134 ¹ / ₂	
Bank, on demand	134 ¹ / ₂	
ON SHANGHAI.—		
Bank, at sight	71 ¹ / ₂	
Private, 30 days' sight	72	
ON YOKOHAMA.—		
On demand	89 ¹ / ₂	
ON SINGAPORE.—		
On demand	Nominal.	
ON BATAVIA.—		
On demand	109 ¹ / ₂	
ON HAIPHONG.—		
On demand	14 p.m.	
ON SINGAPORE.—		
On demand	1 p.m.	
ON BANGKOK.—		
On demand	82	
SOVEREIGNS, Bank's Buying Rate		21.05
GOLD LEAF, 100 fine, per oz.		58.50
BAR SILVER, per oz.		34

OPIUM.

Quotations are—	Allowance to duty.
Malwa New	\$930 to \$950 per picul
Malwa Old	\$970 to \$990
Malwa Older	\$1010 to \$1030
Malwa V. Old	\$1050 to \$1070
Persian fine quality	\$910 to
Persian extra fine	\$930 to
Persian New	\$1300 to
Persian Old	\$1275 to
Bombay New	\$1275 to
Bombay Old	\$1275 to

VESSELS EXPECTED.

THE FRENCH MAIL.
The M.M. steamer *Australis*, with the outward French Mail left Singapore on the 1st inst. at 10 a.m.

THE INDIAN MAIL.
The Indo-China steamer *Sutong*, from Calcutta and the Straits, left Singapore for the 28th ult., at 6 a.m., and may be expected here to-morrow.

THE AMERICAN MAIL.
The P.M. steamer *Siberia* left Shanghai for this port on Sunday, at midnight.

The O. & C. steamer *Coptic* left San Francisco for this port via Honolulu, &c., on the 15th ult.

THE GERMAN MAIL.
The Imperial German mail steamer *Seydlitz* left Singapore on the 4th inst., at 2 p.m., and may be expected here on the 13th inst.

THE CANADIAN MAIL.
The C.P.R. steamer *Empress of Japan* left Vancouver for Hongkong on the 25th ult., p.m., via the usual ports of call.

MERCHANT STEAMERS.
The Shire Line steamer *Mervinshire*, from London, &c., left Singapore on the 27th ult., at a.m., and is due here to-day.

JOINT STOCK SHARES.

COMPANY	PAID UP	QUOTATIONS.
Bank of China	\$125	\$615, 1/200
Hongkong & Shanghai	\$125	\$615, 1/200
Nat'l Bank of China	\$25	\$85, buyers
B. Shares	\$25	\$85, buyers
Four Shares	\$25	\$10, 1/2
Bank of Communications	\$25	\$10, 1/2
Canton-Hongkong Ice	\$10	\$10, nominal
Campbell, Moore & Co.	\$10	\$10, nominal
China Light and	\$10	\$10, nominal
Power Co., Ltd.	\$10	\$10, nominal
China Sugar	\$10	\$10, nominal
Cigar Company	\$10	\$10, nominal
Alhambra, Ltd.	\$10	\$10, nominal
Alhambra, Ltd.	\$10	\$10, nominal
Cotton Mills	\$10	\$10, nominal
International	\$10	\$10, nominal
Laos Kang Mow	\$10	\$10, nominal
Seychoe	\$10	\$10, nominal
Hongkong	\$10	\$10, nominal
Dairy Farm	\$10	\$10, nominal
Penwick & Co., Geo.	\$10	\$10, nominal
Green Island Cement	\$10	\$10, nominal
Hongkong & C. Gas	\$10	\$10, nominal
Hongkong Electric	\$10	\$10, nominal
H. H. L. Tramways	\$10	\$10, nominal
St. John's Water	\$10	\$10, nominal
St. John's Water	\$10	\$10, nominal
Hongkong Hotel	\$10	\$10, nominal
Hongkong Ice	\$10	\$10, nominal
U. & K. Wharf & Co.	\$10	\$10, nominal
Hongkong Rope	\$10	\$10, nominal
U. & W. Dock	\$10	\$10, nominal
Canton	\$10	\$10, nominal
China Fire	\$10	\$10, nominal
China Traders	\$10	\$10, nominal
Hongkong Fire	\$10	\$10, nominal
North China	\$10	\$10, nominal
Union	\$10	\$10, nominal
Yangtze	\$10	\$10, nominal
Land and Building	\$10	\$10, nominal
Hongkong Land	\$10	\$10, nominal
Humphreys E.	\$10	\$10, nominal
Kowloon Land & B.	\$10	\$10, nominal
West Point Building	\$10	\$10, nominal
Shanghai Land	\$10	\$10, nominal
Luzon Sugar	\$10	\$10, nominal
Charbonnages	\$10	\$10, nominal
Puhoi	\$10	\$10, nominal
Do. Preference	\$10	\$10, nominal
Do. Preference	\$10	\$10, nominal
New Amoy Dock	\$10	\$10, nominal
Powell, Ltd.	\$10	\$10, nominal
Steamship Co.	\$10	\$10, nominal
China and Manila	\$10	\$10, nominal
Donghai Steamship	\$10	\$10, nominal
H. Canton and S.	\$10	\$10, nominal
Indo-China S. N.	\$10	\$10, nominal
Suez Canal	\$10	\$10, nominal
Trading Co.	\$10	\$10, nominal
Do. Preference	\$10	\$10, nominal
Star Ferry	\$10	\$10, nominal
S.C.F. & Co., Ltd.	\$10	\$10, nominal
S. & H. Dyeing & C.	\$10	\$10, nominal
Co., Ltd.	\$10	\$10, nominal
Tobacco Planting Co.	\$10	\$10, nominal
United Asbestos	\$10	\$10, nominal
Do.	\$10	\$10, nominal
Watkins, Ltd.	\$10	\$10, nominal
Watson & Co., A.S.	\$10	\$10, nominal

VERNON & SMYTH, Brokers.

HONGKONG TIDE TABLE.

From 2nd to the 8th February.

Day	Month	Day	Month	Day	Month	Day	Month
1st	Feb	2nd	Feb	3rd	Feb	4th	Feb
5th	Feb	6th	Feb	7th	Feb	8th	Feb
9th	Feb	10th	Feb	11th	Feb	12th	Feb
13th	Feb	14th	Feb	15th	Feb	16th	Feb
17th	Feb	18th	Feb	19th	Feb	20th	Feb
21st	Feb	22nd	Feb	23rd	Feb	24th	Feb
25th	Feb	26th	Feb	27th	Feb	28th	Feb

PURE FRESH WATER.

THE HONGKONG STEAM WATER.

BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W. J. W. KEW, Manager.

1st Floor, 37, Connaught Road, Hongkong, 13th June, 1903.

KOWLOON EXTENSION.

A NEW MAP OF HONGKONG, KOWLOON AND ADJACENT TERRITORIES.

showing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources and Printed in Colours. Price \$1 Cash.

To be had at Messrs. KELLY & WALSH, LD. W. BREWER & Co. or Daily Press Office.

Hongkong 28th October, 1898.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I. A.B.C., Scott's and Engineering Co.

DOCK No. 1 (at TATEGAMI).

Extensive Lengths ... 523 feet.

Length on Blocks ... 513

Width of Entrance on Top ... 89

Width of Entrance on Bottom ... 77

Water on Blocks at Spring Tide ... 264

DOCK No. 2 (at MUKAJIMA).

Extensive Lengths ... 371 feet.

Length on Blocks ... 350

Width of Entrance on Top ... 66

Width of Entrance on Bottom ... 53

Water on Blocks at Spring Tide ... 22

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, Fitted with POWERFUL SALVAGE PLANT EASY AT SHORT NOTICE.

1677

BOARD AND RESIDENCE.

BOARD AND RESIDENCE. MRS. GILLANDERS, 21, CAINE ROAD, Hongkong, 20th March, 1903. [2626]

"TANG YUEN." BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation. Apply—MANAGERESS, Macdonnell Road.

FAIRALL & CO., Queen's Road, Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER, 2, Pedder's Hill, Hongkong, 1st January, 1902.

TO LET.

ON or about 15th February next, HOUSES in Kowloon at moderate rentals. Apply to—

HUMPHREYS ESTATE AND FINANCE CO., LD. Hongkong, 6th January, 1904. [141]

TO LET.

NO. 2, "MAGDALEN TERRACE," MAGAZINE GAP. Apply to—SPANISH PROCURATION, Hongkong, 1st July, 1903. [72]

TO LET.

NO. 1, RIFON TERRACE (in FLATS); No. 4, RIFON TERRACE. No. 10, MACDONNELL ROAD. No. 15, WONG-NEI-CHONG ROAD, facing Race-course.

FLATS in ROBINSON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE FIER).

GODOWNS No. 3A, BLUE BUILDINGS, GODOWNS, PRATA EAST.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 2nd February, 1904. [75]

TO LET.

FURNISHED OR UNFURNISHED, "LA HACIENDA," West Mount Kellott, From 1st March to 31st October, 1904. Apply to—E. J. LIBEAUD, Care of Messrs. Dowell & Co., Ltd. Hongkong, 26th January, 1904. [342]

TO LET.

FIRST and SECOND FLOORS of No. 24, Queen's Road Central, opposite the General Post Office, after March 1st, 1904, at present occupied by Messrs. Powell & Co., and the Cosmopolitan House. This house is especially suitable for people who are seeking places for hotel purposes. Please apply to—

YEE SANG FAT, at the above address. Hongkong, 29th December, 1903. [350]

TO LET.

FURNISHED BEDROOM with Bathroom Attached, on Higher Levels. Apply to—C. Care of Daily Press Office. Hongkong, 1st February, 1904. [396]

TO LET.

"THE EYRIE" (PEAK). "ALEXANDRA" BUILDINGS, Rooms on the Top Floor. "CRINGLEFORD," ROBINSON ROAD (Furnished), for 1 year from 1st April, 1904. No. 2, MATHESON STREET, Wanchai (Godown).

No. 14, BELLIOS TERRACE. Nos. 15 & 17, MOSQUE FUNCTION. Apply to—LINSTEAD & DAVIS. Hongkong, 1st February, 1904. [397]

TO LET.

TWO SPACIOUS NEW GODOWNS, very suitable for Dry Goods. Apply to—S. A. SETH, Land and Estate Broker. Hongkong, 3rd December, 1903. [76]

TO LET.

HOUSE No. 2, QUEEN'S GARDENS as from 31st December, 1903. Apply—Messrs. JARDINE, MATHESON & CO. Hongkong, 12th December, 1903. [77]

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office. Apply to—WING CHEONG, 35, Queen's Road Central. Hongkong, 3rd November, 1903. [74]

TO LET.

"LEWKNOR," the PEAK, for 18 months from middle of March. Well Furnished. Less than 15 minutes from tram. Apply—Care of Daily Press Office. Hongkong, 25th January, 1904. [331]

TO LET.

FINE FRONT OFFICE on Queen's Road Central; can be occupied at once. Apply by letter to—BOX 600, Care of Daily Press Office. Hongkong, 14th December, 1903. [78]

TO LET.

5, ZETLAND STREET. Apply to—THE ROBINSON PIANO CO., LD. Hongkong, 30th January, 1904. [383]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAN" 2333 tons, Captain H. D. Jones. S.S. "POWAN" 2338 tons, Captain G. F. Morrison, R.N.R. S.S. "FATSHAN" 2260 tons, Captain A. W. Dixon. S.S. "HANKOW" 2073 tons, Captain C. W. Lloyd. S.S. "KINSHAN" 2260 tons, Captain J. J. Loxius.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 5.30 p.m., and 9 p.m. Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m., and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 p.m., and on Sundays at 12.30 p.m. Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain B. Branch. S.S. "NANNING," 669 tons, Captain C. B. Chart. S.S. "TAK HING," 618 tons, Captain E. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel); Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

PEERLESS SCOTS WHISKIES.

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "P